

PACIFIC ELECTRIC



MAGAZINE

Vol. 14

LOS ANGELES, CAL., APRIL 10, 1930

No. 11



Easter Dawn on Mt. Rubidoux

Register and Vote

ALL the registrations as voters in the State of California expired in January of this year, and, unless you have registered since that time you are not a qualified voter. Many registration places have been established throughout this city, county and district for the accommodation of those desiring to register, and all who are eligible to do so should register **now**.



There are a number of very important elections to be held this year, among which is the Water Bond election of the City of Los Angeles on May 20th. In order to vote at that election you must register before April 19th and I sincerely hope that every employee of this Company will exercise his franchise as an American citizen by **registering and voting**, not only upon the Water Bond issue, but at all elections at which public matters of interest are decided.

In the exercise of the voting privilege lies the safety and welfare of our country and to vote is not only a privilege, but a duty.

I wish to commend to you for your **favorable** consideration the Water Bond issue and respectfully ask your support and vote for that measure.

The proposed bond issue has the endorsement of practically all the civic organizations of the city, including the Chamber of Commerce, as well as that of many of our best informed citizens. The future well-being of our city and its continued growth and prosperity rests completely upon our ability to supply more and more water. When the limit of water has been reached then the limit of growth is absolutely determined. While Los Angeles expects, and no doubt will obtain water from the Boulder Dam, it cannot be brought here in time to meet our requirements between now and the completion of that tremendous project.

Especially do I ask every employee of this Company to register, and to vote as in his judgment he deems best.

President.

Table of Contents

<i>Trainmen's Terminals and How They Operate</i>	3
<i>How Many Employees Get Medical Attention?</i>	4
<i>Class Studies Science of Air Braking</i>	5
<i>Public Appreciation Expressed</i>	6
<i>Agents' Annual Get-Together Proves a Pleasing Event</i>	7
<i>Trainmen's Alertness Wins Patron and Booster</i>	7
<i>Wingfoot Station Busy Center</i>	9
<i>Executive Praises Reduced Accidents</i>	10
<i>Employee Wins Recognition in Short Story Writing</i>	11
<i>Events of Ten Years Ago</i>	12
<i>Editorial</i>	13
<i>Sports</i>	14
<i>Pacific Electric Club Affairs</i>	16
<i>Value of Employees as Accident Witnesses</i>	17
<i>News of the P. E. Family</i>	18
<i>Jokes</i>	21

Trainmen's Terminals and How They Operate

Intensive Planning and Eternal Vigilance are Constantly the Order
In Meeting the Demands and Needs of Passenger Service

By D. B. VAN FLEET
Terminal Foreman, Macy Street

THE popular conception of a Trainmen's Terminal is the location where that class of employees begin and end their duties. Unless one is familiar with the workings of such a terminal he has little idea of the intensive planning incident to keeping the wheels in motion. It is the intent in this article to detail the various ramifications and to give a glimpse of what goes on behind the scenes in the daily operation of a Trainmen's Terminal.

Having direct supervision over the terminal, it is the Foreman's duty to see that all scheduled runs get out on time and when necessary assign a so called extra man to fill in on a run when a regular man fails to report for duty. A regular man is a Trainman who, through seniority rights, has chosen a specific run to work. An extra man is either one who cannot choose a run due to his lack of seniority, or one who may possess sufficient seniority to hold one of a few runs, still prefers to work as an extra man, or to use terminal vernacular "to buck the board." The latter type, however, is often qualified not only on his own division, but in some instances on the entire system.

When reference is made to the board a most important working part of a terminal is brought to our attention. In fact, to insure the smoothest possible operation of a terminal, the careful observance of all conditions pertaining to the board must be faithfully observed by both Trainmen and men in charge. In other words, the board is the governor of terminal activities.

The word "board" is not a mere figure of speech but is an actuality. Though greatly resembling a large glass-faced case, throughout the railway world it is known as the "board" and to avoid confusion we will refer to it thus.

Within the

board are several vertical cross pieces. Cut at rather sharp angles in these cross pieces are slits, some of which support numbered cards designating runs and trippers. Opposite these cards are others bearing the names of Trainmen assigned to designated runs. On the board will be found the name of every Trainman working out of that terminal.

After the board is made up for the next day and before it becomes official, the one in charge of the office makes typewritten copies of all jobs shown and names of Trainmen assigned to each. One copy is kept for terminal office record and the others are mailed to departments requiring copies. At 3:00 P. M. each day the board is turned face out to the Trainmen's room and remains so until the day following, at which time the work of lining it up for the next day is begun.

Under normal conditions the cards of the regular men are not moved on the board. Of course if a Trainman wishes off for some reason such as a vacation, then his card is transferred to a section of the board headed by the word vacation. In case of sickness it would be transferred to that section.

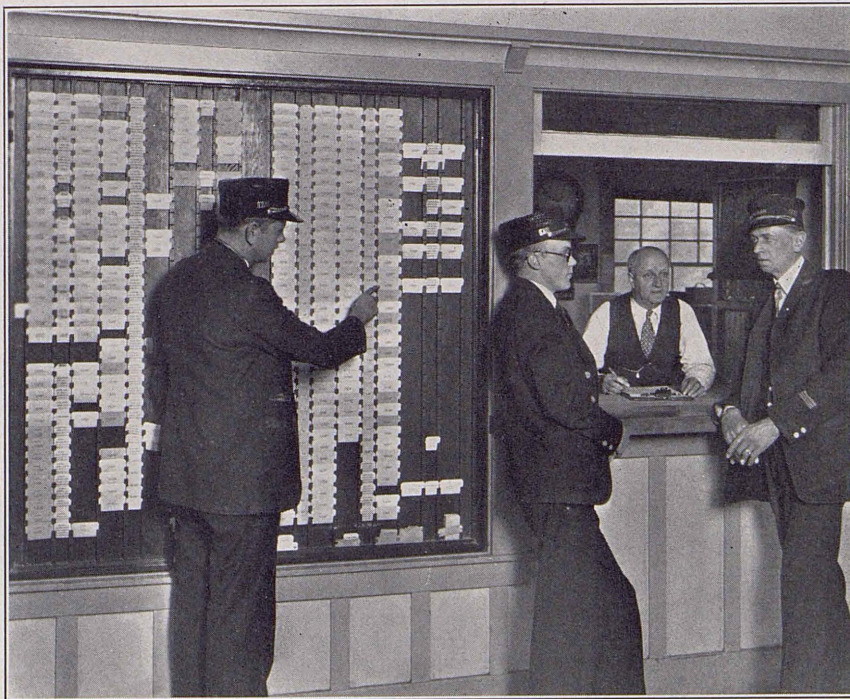
In case of the extra men, however, it is entirely different for their cards

are subject to be moved daily. Consequently it is necessary that the extra men look at the board at the completion of each day's work.

The one in charge whose duty is the changing of these cards must thoroughly understand his business, otherwise he is likely to get into serious difficulty, as there are several important conditions that must be observed at all times. One of the first items of consideration is that the Trainmen are subject to the Federal Hours of Service Act, with responsibility for faithful observance of the act resting on Trainmen and Foremen alike.

The one in charge is required to maintain a detailed time record of each Trainman as to time on and off on each class of work performed. On completion of each day's record a copy is immediately forwarded to the Superintendent. The Trainmen are also required to turn in timecards, which are checked against the terminal record and must in all cases correspond before either will be accepted. It is through this time record that a constant check is kept on each Trainman's time in relation to the hours of service act, therefore all entries must be made with extreme care.

In many railway terminals in this country, the "first in-first out" policy is observed in handling the extra list of Trainmen. On the Pacific Electric, though we use this policy as a guide, it is impossible to carry it out to the letter, due to the wide variance of service on our several lines. From the Macy Street Terminal for example, we have street car service, interurban, single track and freight service runs to maintain. These runs in the order given require Trainmen to be qualified for each individual service by passing separate necessary examinations before assignment to any of the mentioned runs can be made. It can be readily seen that a man just starting to work couldn't be



The "board" at Macy Street, the means by which Trainmen are assigned and advised of their daily runs and handling of which is important function of the Terminal Foreman.

put on a freight or single track run that might be open just because he happened to be first out on the waiting list for the day. Consequently the man in charge must positively know that a Trainman is duly qualified for the particular job before assigning him to it. As important as the board is, a Foreman's duties do not end there, however.

Ever Vigilant

A Foreman must familiarize himself with all runs throughout the 24 hour period, and to be able to successfully cope will all emergencies that may arise. He must be ready to utilize the services of those runs that will best meet the particular emergency, rather than hold Trainmen for indefinite periods for jobs that may never materialize. He must ever bear in mind that for all the time a Trainman is held without doing a definite piece of work for the company, that might bring in revenue, such time is lost and in the final analysis, the allowance of time today is equivalent to the payment of money tomorrow in the form of Trainmen's payrolls.

LAUDS OUR MORTUARY FUND

Having noted the editorial in last month's Magazine concerning the Mortuary Fund, Mrs. M. T. Spencer, wife of "Daddy" Spencer, our beloved comrade who passed away some months ago, wrote the following letter which we are pleased to publish:

After reading in the March number of the Pacific Electric Magazine, the plea for the continuance of the Mortuary Fund, I could not resist writing what I know of the great benefit of this Fund.

Many of the older employees of the Pacific Electric Company knew Daddy Spencer, and many of the later ones have heard of him. His three great hobbies were, first—Masonry, which was his religion; second—The P. E. Club, because he himself was a loyal P. E. employee, and knew that the Club with its social advantages, would make many more loyal workers for the Company. And his third hobby was, that he was a booster for the Mortuary Fund.

It was one of Mr. Spencer's duties, and he considered it a privilege, to visit the widow of the one who had passed away, and hand to her the amount in the Mortuary Fund.

It has always been promptly paid, and certainly has relieved many who would otherwise have been left in distressing circumstances.

I am one of the beneficiaries of this fund and I well know what a help it was to have handed to me, only a few hours after my husband passed away, enough to cover all funeral expenses and little nest egg besides.

I, too, remember the early days when the old method of "passing the hat" was resorted to, but that was when our "family" was small, and we have progressed since then, and many would shrink from accepting such contributions. But the Mortuary Fund can be accepted gracefully when one realizes

How Many Employees Get Medical Attention?

THOSE of us who enjoy robust health and have the good fortune of not utilizing the Medical Department and its facilities have little conception of the volume of service rendered by that department to the employee mass throughout a year's period. A recent report of the Medical Department covering details of employees confined at the California Lutheran Hospital during 1929 gives some enlightening information on the subject.

During the past year there was a total of 279 employees who occupied rooms at the hospital.

Of this number 178 were "operative" patients.

Hospital room patients were confined a total of 3,813 room days, the average stay per patient being 13.7 days.

The average cost per hospital patient was \$67, representing only hospital expense and not including a doctor's wage or fee.

For various physical ailments and injuries a total of 25,460 office calls were made by employees during the year 1929.

CENSUS WILL CHECK ACCURACY OF CLOCK CALCULATOR

Whether the "census clock" is playing a joke on Uncle Sam or really is a reliable population calculator will be determined when the returns of the present census are enumerated.

According to the intricate clock at 12:01 a. m. April 1st the exact population of the United States was 122,186,893. This is the first census in which the big clock can be used to check with the actual figures.

On the face of the clock are pictured the stork, the grim reaper, outgoing ships for departing emigrants and incoming ships for new citizens. Mechanically the clock calculates deaths, births and consequent population increase as follows: One birth every 13 seconds, one death every 23 seconds, one immigrant arrives every 1½ minutes, one immigrant leaves every 5½ minutes, a net increase in all of one every 23 seconds. A numerical "scoreboard" at the top of the clock keeps tally on the increase.

"I wonder why artists are always so careful to sign their pictures?"

"Possibly so that people can tell the top from the bottom."

that it is the result of a system to which all have contributed for the mutual benefit of their fellow employees.

I hope that my small plea may help to influence every employee to continue to contribute toward the Mortuary Fund.

Business Getters Show Good Returns During March

TWENTY-FIVE tips, resulting in the sale of 19 round trip and 32 one way tickets for our parent company, the Southern Pacific R. R., are shown in a recent analysis of employee travel tip activity. Much of the business secured through this source was to and in highly competitive territory and would have been lost had not these employees supplied the data.

The largest individual movement was accomplished through information supplied by Walter Bayliss of the Mechanical Department at Butte Street, he having effected the sale of 15 round trip tickets to San Francisco by the Hollywood Soccer Football team, leaving this city on March 22nd.

Following is a list of employees contributing to the good results accomplished:

Lysle Brown, Clerk, Van Nuys, 1 one-way, and 1 round-trip, Mertzson, Texas.

M. D. Keller, Clerk, Pomona, 1 round-trip, Portland; 1 round-trip, Oklahoma City.

H. T. Bennett, Conductor, Los Angeles, 1 one-way, Fulton, Ky.

S. N. Moore, Engineering Department, 1 one-way, West Plains, Missouri.

George Weaver, Shops, Los Angeles, 2 one-ways, Houston to Los Angeles.

A. R. Bowles, Driver, Patton-Highland M. C., 1 one-way, Little Rock, Ark.

P. K. Beard, Conductor, Los Angeles, 1 one-way, Chicago.

G. G. Randall, Conductor, Southern Division, 1 one-way, Garfield, Washington; 1 round-trip, Portland, Oregon.

Clifford Kellogg, Bus Driver, Pasadena, 1 one-way, St. Paul, Minn.

C. L. Vallon, Conductor, Los Angeles, four one-ways, Pipestone, Minn. Hugo Dummer, Freight Clerk, Glendale, 3 one-ways Kansas City; 2 one-ways Charlotte, Vermont.

Harry Rogers, Claim Department, 2 one-ways, Kansas City.

Walter Bayliss, Freight Yard, Mechanical Dept., 15 round trips, San Francisco.

Henry Packer, Asst. Train Master, Los Angeles, 3 one-ways, Minneapolis.

Robert Goodman, Pacific Electric Ry., Venice, 3 one-ways, Chicago.

S. W. Carpenter, Conductor, Southern Division, 1 one-way, Nashville, Tennessee.

M. D. Keller, Pomona, 1 one-way, Chicago; 1 one-way, New York.

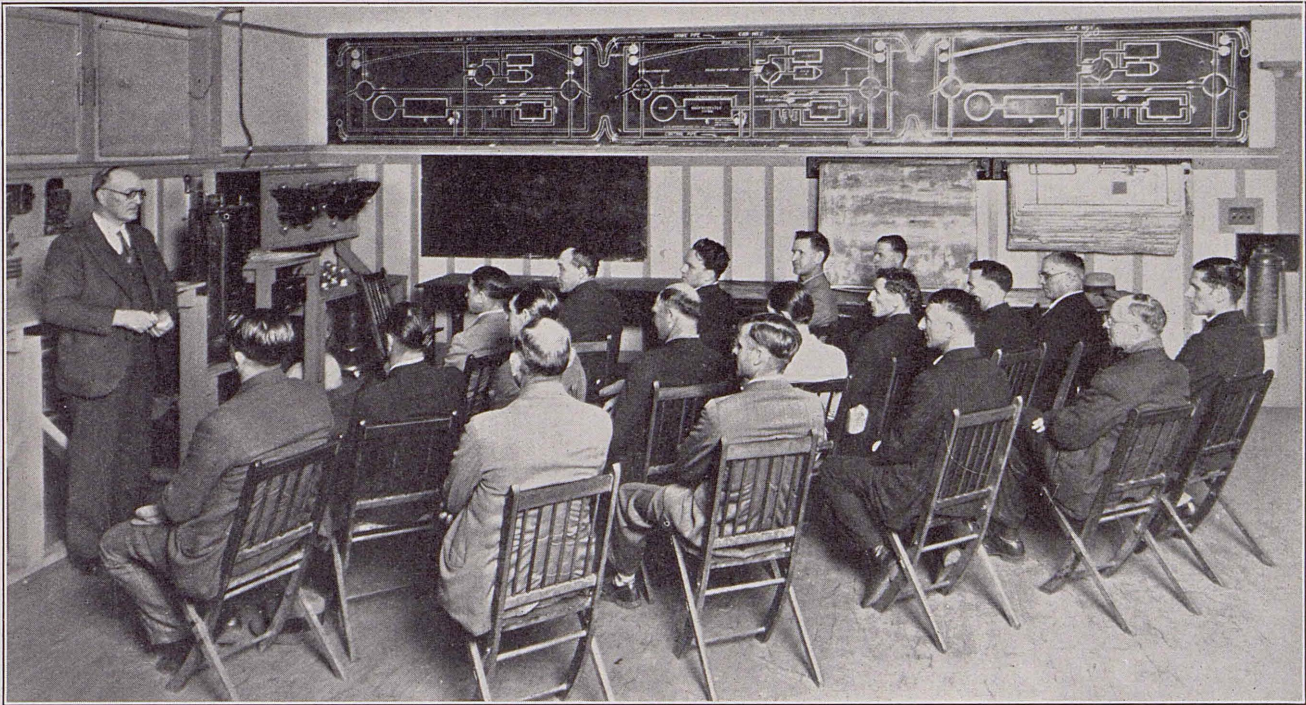
George Weaver, Shops, Hollywood, 1 one-way, Houston to Los Angeles.

S. Sandell, Cashier, Freight Office, Hollywood, 1 one-way, Chicago.

A. P. Smith, Assistant Superintendent, Pasadena, 2 one-ways, Boston.

**An Old-Fashioned Figure
WOMAN IS KILLED WHEN
BUS HITS HER ON CURVE**
—Headlines in an Arkansas paper.

CLASS STUDIES SCIENCE OF AIR BRAKING



Class in air braking and inspection being held each week at Macy Street. This class is one of the latest additions to our education curriculum. J. B. Green, General Foreman, Mechanical Department is the instructor.

ATTENTION, VETERANS 31ST RAILWAY ENGINEERS A.E.F.

Having been appointed California State Chairman for the Veterans of the 31st Railroad Engineers, A.E.F., Roy Roepke employed in our Transportation Department, makes the following appeal to veterans of that regiment:

"A Regimental Reunion of the 31st Railway Engineers of the A.E.F. was held at Louisville, Ky., Oct. 1, 1929.

"At that time it was decided to hold the next annual reunion on the second day of the National Convention of the American Legion, which takes place at Boston, Mass., Oct. 6 to 9 next.

"Now get busy, mark the calendar and set the vacation for that date. As you will have a real time with no K. P. or M. P., neither will there be a 'Bed Check,' so be there to 'Sound Off' at 'Chow Call.'

"We elected a real lot of officers, who are going to make this a permanent organization and ask your help to perpetuate the memories and incidents of our Association in the World War, and also on the Chemin-De-fer in France and Germany.

"If you served in this regiment, please write me at once and I will give you all the information, or if you know any other 'Buddie' that served with us who is not a Pacific Electric employee, send me his name and address. A letter will reach me at 717 South Van Ness Street, Santa Ana."

A BOON to both operating and mechanical department employees, the recently organized airbrake maintenance and inspection of electric car class is proving its worth to some 22 ambitious members. The class meets each Thursday afternoon from 4:30 to 6:30 p.m. at the Trainmen's Instruction room, 1111 Macy Street. J. B. Green, General Foreman, Mechanical Department, is the class instructor and his knowledge and experience is reflected in the progress of the class.

With various air-brake equipment on hand and drawings which lay before the students the entire mechanics of the electric car, members of the class are taught all of the principles involved in air braking, as well as the cause and solution of mechanical failures. Lectures will also be given to familiarize the class with air troubles that may arise in road service so that each will be informed how to locate and overcome any failure that may occur on various types of equipment.

Part of each evening is also devoted to instruction on electrical and mechanical equipment of electric cars as an aid to inspectors and mechanics. The course is an intensive one and is designed to supply technical knowledge to those whose duties give them only a practical training, the combination being a desirable asset in any mechanical vocation.

The class is held under the administration of the Frank Wiggins Trade School and is an authorized vocational training course. Additional students

GIVES CARS RIGHT-OF-WAY

"Give street cars the right-of-way," are the instructions given the drivers of a fleet of trucks operated by the Rich Department Store of Atlanta, Georgia. Store officials, realizing the majority of the army of shoppers use the street cars, have formulated a set of rules to help speed up traffic. The company's announcement follows:

"Street cars are to be definitely given the right-of-way. Nine out of ten passengers in the street cars are our customers and hindering the street cars means inconveniencing Rich's customers.

"Keep your vehicle off the car tracks in every possible case.

"Never park so that your vehicle protrudes into the street, and never double park. This blocks the street cars.

"Stay off the street where the street cars, run, whenever possible."

are welcome to register at any time.

The following are members of the class: George Weatherby, O. W. Stewart, Paul Hassler, V. G. Clemons, George Miller, H. E. Hammond, J. F. Briggs, J. R. Melrose, Peter Alig, J. B. Boswell, N. F. Kenenzinger, R. T. Slough, R. A. Fortner, W. Diggie, J. E. Jeffreys, D. Winter, J. G. Hansen, R. C. Byrd, F. T. Ralston, N. Greenstreet, M. C. Faulkner, L. H. Speer, and J. B. Green, instructor.

LIBERAL PRAISE OF CLUB IS VOICED BY EDUCATOR

So impressed was Mr. Floyd E. Williamson, President of the Hoosier Educational Service, Inc., of Indianapolis upon visiting the P. E. Club recently that he wrote Mr. Pontius the following congratulatory letter:

"I had the good fortune to spend the past winter in your beautiful city. It seemed to me that everything in California must have been especially placed by the Creator and I never enjoyed anything so much in my life.

"It was my privilege, on several occasions, to ride the Red Cars both local and interurban, of your Company, and I want to express to you my appreciation of the courteous treatment that I received at the hands of your employees and of the efficiency of the service.

"On two or three occasions I had occasion to visit the Club Rooms that are operated by the Pacific Electric Club and I was amazed at the care and expense that your Company had entailed to make this thing possible for its employees. That is surely a step in the right direction.

"Then too, when I learned that you had put at the disposal of every single employee of your Company free night schools of practical, technical and cultural courses of education I was more than ever pleased because I had formed an impression that most Corporations of such magnitude, particularly such as the Pacific Electric, were absolutely heartless.

"I congratulate you and wish for you every success."

TRAINMEN NAMED FOR WORK ON SAFETY COMMITTEE

In continuance of the Company's intensive safety campaign, the following Trainmen have been named to represent their respective divisions on the Safety Committee during the months of April, May and June, 1930:

Southern Division

F. W. Anforth, Conductor; A. M. Butcher, Motorman; E. N. Martin, Conductor; M. F. Wygal, Motorman; J. B. Reed, Conductor, and L. Preston, Motorman.

Western Division

A. Draper, Conductor; W. A. Stewart, Conductor; F. L. Miller, Motorman; R. R. Payne, Motorman; I. M. Wyrick, Freight Brakeman, and H. J. Sherman, Motorman.

Northern Division

W. J. Hunt, Conductor; S. G. Swanson, Motorman; O. C. Jordan, Freight Conductor; H. A. Eicksteadt, Freight Motorman; E. H. Clark, Freight Motorman, and R. M. Cooper, Conductor.

The Safety Committee will appreciate the assistance of all employees to the extent of calling to its attention any matters constituting unsafe operation or hazardous conditions.

Stick-up Man — "Gimme your money!"

Mr. Peck (absent-mindedly)—"Yes, my dear."

Public Appreciation Expressed Service and Courtesy Bring Their Reward.

A TOTAL of 46 letters from appreciative patrons complimenting Trainmen for good service rendered have recently been received by the management.

These letters recite particularly pleasing service of Trainmen from practically every car and motorcoach line in our service, courtesy, capability and honesty being the virtues stressed by those who kindly penned letters.

Courtesy, next to service, pays bigger rewards, obtains and holds business more than any other element. More and more the public, including ourselves, demand courtesy. Most of us know of some store or institution which we seldom, if ever, patronize. Analyzing why, in most instances, we will recall being the victim of discourtesy. On the other hand, there are stores and sales people with whom we put ourselves out to trade for the reason that we received courteous treatment at their hands. The public will over-look many shortcomings, but never discourtesy.

We compliment each of the Trainmen shown below for having so conducted themselves as to merit compliments from our patrons:

WESTERN DIVISION

Trainmen	Line	Nature of Commendation
L. J. Keith	Glendale	Courtesy and efficiency.
H. Snyder	Glendale	Efficient and pleasing manner.
L. L. Chapman	Gardner	Special act of courtesy.
J. R. Garner	Glendale	Kindness and courtesy.
J. P. Hathaway	Franklin Avenue	Directing passenger to destination.
F. A. Johnson	Venice	Clearly calling stops. Courtesy.
L. C. Widner	Hollywood	Special act of courtesy.
M. F. Bidwell	Ocean Park	Returning lost article.
A. S. Brumagen	Santa Monica	Cheerfulness. Helpful replies to questions.
F. A. Johnson	Venice Short Line	Returning lost purse.
L. E. Koch	Santa Monica	Unfailing cheerfulness. Courtesy.
W. A. Connolly	Venice	Courtesy and efficiency.
R. W. French	Venice	Splendid conduct of duties.
R. C. Lowe	Venice	Affable and pleasing manner.
W. H. Neff	Venice	Particularly pleasing and efficient.
S. C. Jackson	Venice	Unfailing courtesy.
J. M. Dodge	Venice	Efficiency and courtesy.
P. O. Ingraham	Venice	Outstanding courtesy.
R. C. Lowe	Sawtelle	Courtesy and thoughtfulness.
H. B. Anderson	Hollyw'd'nd M.C.	Kindness and courtesy.
H. M. Christian	Hollywood	Considerate, polite and courteous.
R. M. Hightower	Sawtelle	Neatness, courtesy.

NORTHERN DIVISION

Trainmen	Line	Nature of Commendation
I. Holm	South Pasadena	Kindness, especially to old people.
W. L. Hubbell	South Pasadena	Assisting blind man across street.
R. L. Shreiber	Oak Knoll	Efficiency and courtesy.
B. B. Ayres	South Pasadena	Courtesy and efficiency.
D. H. Lockhardt	South Pasadena	Thoughtfulness and courtesy.
J. W. Crouch	South Pasadena	Strict attention to duties.
R. E. Boddy	Sierra Vista Line	Special act of courtesy.
C. H. Forthun	Pasadena	Efficiency and courtesy.
C. E. Tomkinson	Pasadena	Efficient operation of car.
F. L. Hunt	Alhambra-San Gab.	Answering questions. Assist passengers.
B. Cordella	Sierra Vista Local	Special act of courtesy.
F. Carty	Sierra Vista Local	Pleasant and courteous.
M. Norris	Temple City	Directing passenger.
A. Germain	Pasadena	Courtesy and efficiency.
J. H. Gorby	Northern Division	Directing sightseers.
J. W. Loyal	Sierra Madre	Returning pass book.

SOUTHERN DIVISION

Trainmen	Line	Nature of Commendation
R. W. Dewey	San Pedro	Efficiency in critical situation.
W. W. Petit	San Pedro	Efficiency in critical situation.
G. Bauer	Watts	Returning lost umbrella.
F. J. Oriva	San Pedro	Emergency treatment given ill passenger.
P. F. Griffin	Newport	Detecting and reporting fire at factory.
W. H. Fast	Watts local	Special act of courtesy.
W. S. Cotten	Redondo Beach	Careful operation of train.
G. A. Wolff	Newport	Splendid conduct of duties.

Agents' Annual Get-Together Proves a Pleasing Event

Those of us who missed the Agents' Annual Banquet last month overlooked something as you will see by the splendid account of the affair submitted by F. J. Leary of the Transportation Department.

ANOTHER year has passed and in looking over the festive board of the Agents' Annual Banquet, we deeply regret to find the Founder of our Association, our former General Superintendent, absent. Mr. Annable has gone, but is not forgotten.

This was the fifteenth anniversary of the Association and as per schedule, Mr. E. S. Donaldson, President, called the meeting to order and turned the gavel over to Toastmaster Ed. Thomas who, in his masterful way, started the "Gang" going.

Under the usual capable direction of Chas. P. Hill, everything connected with the affair had been properly pre-arranged and went off on good railroad schedule. A very delightful dinner was served at the City Club and pronounced the best ever. Approximately two hundred agents, assistant agents and invited guests were present to satisfy the Inner Man. The talent of the entertainment was of the highest character and performed pleasingly and our own Club orchestra furnished the music in a very satisfying manner. The menu card this year was made up in the form of a miniature Big Red Car with the roller sign destination "8th Annual Banquet" and dash-signed "Agents' Association."

We enjoyed and appreciated the pleasing remarks of our new Vice-President and General Manager. Glad to have you with us, Mr. Mercier! Our President, Mr. Pontius, introduced the officials at the Speakers' Table; Mr. Scott, Freight Traffic Manager of the Southern Pacific introduced each of the visitors representing his Company, and in turn a number of other visitors were introduced as guests of the various members of the Association, all of whom received applause of welcome. Messrs. Pontius' and Karr's remarks were interesting and well chosen.

The speaker of the evening was Mr. Herman A. Nater, Vice President of the Bank of Italy and past President of the Advertising Club of Los Angeles. This worthy speaker spoke on "Two Items of Interest" and those of you who were not present are the losers, as it was an inspiration that will long last in our memories.

Mr. Smith, Agent at Azusa, read a letter signed "One of the Agents," expressing the appreciation of the unselfishness and co-operation that the Management affords its employees.

At 9:20 P. M. the President of our Association dismissed the meeting. The consensus of opinion of the "Gang" was that this Banquet was the best ever.

For the sixth consecutive time the Northern Division won the prize for

Trainman's Alertness Wins Patron and Booster

"COULD you tell me a good sight-seeing trip that would take me around Los Angeles County?" a stranger inquired.

"Yes indeed, I know one that cannot be equalled the world over and will be glad to explain it to you."

The inquiry was directed to Motorman J. H. Gorby of the Northern Division while standing at 5th and Main Streets waiting for the traffic signal to change. Mr. Gorby, off duty at the time, walked with the stranger to the 6th and Main Street station where he obtained a timetable map and routed a trip for use with a \$1.00 Sunday pass. The stranger, having expressed a willingness to make it a complete day of travel, Mr. Gorby certainly provided a scenic journey would could not "be equalled the world over."



J. H. Gorby

Leaving the 6th and Main Street Station at 6:17 a.m. a trip was arranged for the stranger and his wife that took them to Alhambra, over the Oak Knoll route to Pasadena, a motor coach journey down beautiful Orange Grove Avenue, then to Altadena, back to Los Angeles via the Short Line, thence to Santa Fe Springs, back to Slauson Junction and continuing to Long Beach. From here the route went to San Pedro with return arrival in Los Angeles at 4:20 p.m. With time for dinner the itinerary still provided a beautiful sunset journey to Castellammare leaving at 5:30 p.m.

Appreciative of the courtesy of Mr. Gorby, the traveler, a Mr. S. M. Sherry, wrote to our management commending not alone this wide-awake and loyal employee, but also expressed his "appreciation of your service and courteous, efficient Trainmen with whom I came in contact on this beautiful journey. I never shall forget."

"Listen! That's Chopin's Funeral March they're playing."
"When did he die?"

Distance Lends Defense

A newspaper editor received a poem entitled, "Why Am I Alive?"

He replied: "You are alive because you sent your poem through the mail instead of bringing it."

attendance. About time the South and West got busy and brought home the bacon! Both Mr. Davis and Mr. Clark told the men of their Divisions that they had better win next year or they would know the reason why. Look to your attendance, South and West.

State's Soil Products Reach Ends of Nation

CALIFORNIA agricultural products today stand as America's champion "tourists," seeing more of America first than the most prodigious human traveler.

Nomadic fruits and vegetables of the State travel as far as 3000 miles or more before settling down, fresh and ready to serve their original purpose, on some food-laden table in a far-away corner of the country, according to William C. Fitch, manager of perishable freight service for the Southern Pacific Company.

Only the perishables of two other states—Washington and Arizona—are as widely traveled as California products, according to government statistics quoted by Fitch which show that this State's perishables reach 66 principal markets of America.

Of the fresh fruit and vegetable shipments from California, statistics show, only 15 per cent travel less than 1000 miles, and only 23 per cent less than 2000 miles. Thirty-five per cent travel from 2000 to 3000 miles before reaching market.

Eighty-two per cent of the fruit and vegetable shipments from the State of Washington have railroad hauls of more than 1000 miles, according to the same figures. Commenting on these statistics, Fitch declares:

"These figures, disclosing the fact that agricultural products of California and other parts of the Pacific slope not only travel farther than from any other section but that they reach more markets than products grown in other fields, tell only part of the story.

"California alone in 1929 shipped 299,558 cars of perishables, or 28 per cent of the total number of carloads of perishables in the United States. One of the wonders of the transportation business is the fact that oranges, grapes, lettuce, tomatoes and other fruits and vegetables can be placed on the tables of people living 3000 miles away, as fresh and delectable as in California localities where they are grown.

"California flowers likewise are becoming more widely traveled, due to refrigerator car handling. This is all due to the progress in scientific refrigeration in transit, through the use of refrigerator cars which function as well as the ice box in the modern home."

Electric Cars Safest

The best argument that has been advanced for riding electric railways can be found in these figures: During 1929 only one passenger out of every 280 million carried on street cars in the United States was fatally injured. During the same period automobile fatalities in the United States increased 13 per cent.

"In financial matters, no decision is often better than a hasty decision."

HEALTH COMMANDMENTS

1. Honor your parents by having a thorough physical examination every birthday; for an ounce of prevention is worth a ton of cure.
2. Honor your friends by taking a daily bath; for cleanliness is a part of godliness.
3. Honor your family by having your life insured; for life insurance guarantees the co-operation of the insurer in the prolongation of the life of the insured.
4. Honor your physician by avoiding patent medicines; for the most of these nostrums are humbugs.
5. Honor your stomach by having your teeth carefully examined by a dentist at regular intervals; for bad teeth are an abomination to the system.
6. Honor your digestion by being careful of your diet; for many a man digs his grave with his teeth.
7. Honor your lungs by breathing fresh air; for ventilation is a means of grace.
8. Honor your nerves by taking plenty of rest in sleep; for they who work all day and play all night promote the brevity of their lives by burning the candle at both ends.
9. Honor your country by obeying the law; for it is a mark of good citizenship to obey a law whether he likes it or not.
10. Honor your God by chastity in word, thought and deed; for the race that wishes eternity must exalt maternity.—Rev. Dr. Henry Hugh Proctor.

"Next on the Program"

He was about to make his first address before a large gathering—after having mastered the art of public speaking in ten easy lessons by correspondence under the tutelage of America's greatest exponent of eloquence. The amateur orator threw out his chest:

"My friends: The schoolwark is the bulhouse of civilization—I mean—ah—"

He began to feel uneasy.

"My friends: The bulhouse is the schoolwark of civili—"

A smile could be felt in the audience.

"My friends: The warkhouse is the bulschool of—"

Evidently he was twisted. He took a fresh start.

"Ladies and gentlemen: The schoolbul is the housewark—"

An audible titter rippled over the audience.

He was getting wild. So were his hearers. He mopped his perspiring brow, seized the pitcher of water and drank deeply. Gritting his teeth he made another attempt to seize the elusive words:

"The schoolhouse, my friends, the schoolhouse—"

A sigh of relief went up. Demosthenes was himself again! He gazed serenely around. The light of triumphant self-confidence was enthroned upon his brow.

"The schoolhouse is the woolbark—" He fainted and they carried him out.

Trials and Troubles of "IMA KAR"

THIS month Ima Twelve Hundred Class on the Long Beach Line. Yes, little Iowa. Mighty good people though.

Sure I get on the north end sometimes during the Orange Show and Fair times. I like the beach run though. Not so warm in the summer and the 600 volts is not such a strain on my system. And speaking of strains on systems, "I have my moments," as the old maid musically giggled and said. Most of the boys treat me gently, while some live with their mothers-in-law.

You should have heard my Conductor's sales talk last trip. I heard a lady passenger ask him about the monthly pass. He sure peddled her the dope on the Long Beach service. That boy could sell an Eskimo a refrigerator!

Take a look at that! One of those

"Thank You" for Fine Saving of Power

HAVING observed a very material saving in power and mileage records during February, A. T. Mercier, Vice-President & General Manager, compliments all concerned and urges continuance of good work performed in the following statement:

"A considerable reduction in power consumption is shown for the month of February, amounting to approximately \$4900. The saving was accomplished through three sources—consumption per car unit, reduction of car mileage and miscellaneous power and light bills. This indicates that all contributed to the good results, for which I wish to express appreciation.

"One of the largest items of expense in connection with the operation of an electric railway, power is a cost that yields to a minimum expense by careful operation. Conversely, carelessness in its use will skyrocket our power expense tremendously. The unnecessary use of power is a waste and loss that cannot be salvaged. Even a small amount wasted in each of some 7,000 car and train movements daily, in operation of machinery and in offices throughout the system makes an aggregate over a year's period that is alarming.

"It is my urge and hope that every employee will do his utmost to continue, and even exceed, the good results shown during the month of February."

Ford drivers. Jumped right across the tracks. Wig wags and whistle going full tilt. I thought sure we would get the "big hole," but a good service application let him over. Safe this time, but another one of "my moments."

I sure hate those "big hole" applications of the brakes. Such a jolt and I am almost sure to get my wheels flattened, which costs real money, too. I suppose you have heard about the pow-wows that they have been having about flat wheels. The fellows on our line seem to be pretty good in handling the air lately though. I suppose Billy has had a talk with them.

See the fight! Two newsboys on the Watts platform. There's the signal. I would like to see the finish. Say, that trailer fellow is sure getting the bells through. He must have been reading the dope about quick get-away saves power. If there had been nothing to see he would have "dragged" us all the way in with slow bells. Would you guess power costs about \$115,000 per month?

Well, here we are. Los Angeles on time. That sure pleases Ed. He has been pulling for a better on-time performance.

I always like to head in on the viaduct. It brings me way down near the gates where the bunch hangs around. Say! There's where you get the low-down on what's doing.

Just heard the Long Beach car house will be ready soon. I know Jim will be glad to get a better place for his boys to look us over. Morgan Avenue is so exposed. Oh, yes! I won't feel so bad myself to get a good place to rest out of the fog behind the sheltering hill.

There is the bunch for the "five-five." Watch 'em scramble. No use, there are plenty of seats. The old fellow with the cane is the champion horseshoe pitcher.

Wally's calling "all aboard." I must be "rolling along." See you next month.

VISITORS TO ART GALLERY

A total of 14,725 visitors went to the Henry E. Huntington Library and Art Gallery during March. This is an average of 640 visitors for each of the twenty-three exhibition afternoons. Many of these visitors used deferred cards which admit to the gardens at 1:30 p.m. and to the galleries at 3:30 p.m. Deferred cards are issued when the quotas of regular tickets are exhausted. An average of 505 visitors daily has been received at the exhibitions since the opening in January, 1928.

Through the present routine, cards for Tuesdays, Wednesdays, Thursdays, Fridays and Saturdays are now available in about one week's time. Applicants should direct requests to the Exhibition's Office, Henry E. Huntington Library and Art Gallery, San Marino, and inclose addressed, stamped envelope.

Hollywood Bowl to be Scene of Huge Easter Throng

HOLLYWOOD Bowl, due to the usual Easter morning service not being staged at the Olympic Stadium owing to construction work in progress, this year will unquestionably be the scene of the largest Easter worship throng ever assembled. Easter occurs on Sunday, April 20th.

As in the case of past services, distinctive features of the Hollywood Bowl Easter programs, such as the sunrise trumpet call, announcing the break of Easter Day, and the juvenile "living cross" chorus, will be part of the hour-long religious festival next April 20th. A forty-piece symphony orchestra will play again under the especially favorable acoustic conditions which this world renowned seat of "symphonies under the stars" affords. A male chorus of 150 of the finest voices in the city will sing. One of the many internationally celebrated vocalists will be heard in one of the great inspirational arias of sacred music. Eminent pastors will speak briefly at appropriate intervals and the great mass of Easter celebrants will have an opportunity to express their joy through community singing under direction of Hollywood's own famed choral master.

An organ recital, broadcast into the Bowl from the loft of a Hollywood church, will take place while the great concourse gathers in the semi-light of approaching dawn, and the service itself this year is to be broadcast nationally, if negotiations now in progress are successfully concluded.

BIBLE ANSWERS FOR PASSES

Edward H. Green's mother's heart glowed with pride when she could say that her Ned was the youngest railroad president in the United States, says John T. Flynn in the Mentor Magazine. So far he has done only what she made possible for him.

His mother's eye was never off his operations and occasionally she intervened with one of her characteristic gestures. In those days railroad officials were constantly pestered by politicians for passes. Giving free rides on her railroad tortured the soul of Hetty Green. And so she had prepared a little card and whenever a politician or anyone else asked for a pass he received one of these little cards. It read:

Monday: "Thou shalt not pass." Numbers XX, 18.

Tuesday: "Suffer not a man to Pass" Judges III, 28.

Wednesday: "The wicked shall no more pass." Nahun I, 15.

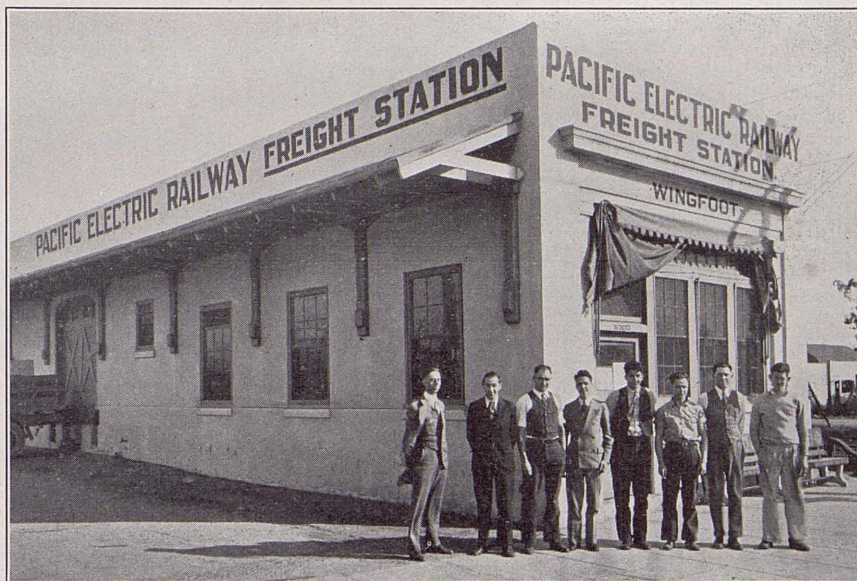
Thursday: "This generation shall not pass." Mark XIII, 30.

Friday: "By a perpetual decree it cannot pass." Jeremiah V, 22.

Saturday: "None shall pass." Isaiah XXIV, 10.

Sunday: "So he paid the fare there-of and went." Jonah I, 3.

Wingfoot Station Busy Center



Wingfoot freight agency is one of the busiest on the system. Its personnel is shown in picture: from left to right: G. P. Barkhurst, Agent; L. A. Vincent, Asst. Agent; J. D. Peeler, Cashier; T. J. Diebolt, Bill Clerk; Edward Kevorken, Asst. Bill Clerk; T. A. Brackett, Warehouseman; J. H. Shipp Utility Clerk, and R. H. Justice, Clerk.

IT WAS only about eleven years ago that much of the acreage that surrounded our Wingfoot Station was in the hands of brown-skinned Japanese gardeners who plied their trade of tilling the soil. Los Angeles about this time began its industrial expansion and with the announcement that the Goodyear Tire & Rubber Company had chosen an expansive plot in this vicinity on which to erect one of its great manufacturing plants, the eyes and attention of industrial groups became focused on this close-in, ideal manufacturing location.

Our Wingfoot Station was erected and ready for business early in 1920, and needless to say the freight tonnage handled from that section during the first year did not cause any congestion or shortage of equipment. There were then but six industries served.

Reflecting the growth that has since materialized, it is interesting to know that for 1929 the Wingfoot station did 1½ times the amount of business per month as was done for the entire first year, and during 1929 the tonnage handled was 14% greater than during the preceding year. There are now located on this industrial site 195 manufacturing companies. In addition there are about 150 other shippers and receivers who take and make delivery from the Wingfoot warehouse and team track.

The neighboring industrial area is known as the Southwest Industrial Gateway Terminal, and is served by the Santa Fe and Pacific Electric, each company alternating in the performance of switching service over the network of trackage in the district. Tonnage has increased to the point

where it has become necessary to operate three merchandise trains daily from our Wingfoot station—one direct to the harbor; one direct to Southern Pacific lines and the third miscellaneous cars to various destinations. With the exception of perishables and live stock, every class of commodity is handled.

The outstanding industry is still the Goodyear Tire & Rubber Company, who last year maintained a daily production of 10,000 tires and 7,500 tubes. The company receives 17,000 tons of rubber through the Harbor and is the largest consumer of raw staple cotton in the west, 20,000 bales being used annually. It employs 3,200 workers and has a pay roll in excess of five million dollars annually.

The Wingfoot Station is under the capable supervision of Agent G. P. Barkhurst, who assumed that post in February, 1925, after having previously served as Car Clerk, Asst. Agent and Relief Agent. The entire efficient staff are shown in the picture that precedes.

Railways Buy 1374 Cars in 1929

In 1929, electric railways in the United States purchased 1,374 new cars, making 100,255 in service at the close of the year, according to the Electric Railway Journal. Purchases in 1928 totaled 897 new cars.

Most of the new cars purchased last year were for city service, 852 being bought for this use. All, excepting one, were of the double truck type. For interurban service, 205 cars were purchased. In addition, 240 multiple units for suburban use, and 77 electric locomotives were added to the transportation equipment.

BEGIN COACH OPERATION TO NEW FORD AUTO PLANT

Simultaneous with the opening of the new Ford plant in Long Beach operation of motor coach service from the Compton Station of the Pacific Electric direct to the plant was begun Wednesday, April 9th.

Until the plant gets under full headway, one shift per day will be operated and motor coach or motor coaches, sufficient to handle the traffic, will leave Compton station at 6:15 a.m. arriving at the Ford plant at 6:50 a.m. For workers from Los Angeles connection is made with the 5:40 a.m. San Pedro train which arrives at Compton at 6:10 a.m. Returning from plant after the day shift motor coach, or coaches, will leave for Compton at 3:45 p.m.

The route over which the new line operates is Harbor Truck Boulevard to Badger Ave. direct to plant entrance. The distance from Compton to the plant is approximately nine miles.

Two types of tickets, good on rail and motor coaches between Los Angeles and the Ford plant are being sold, a calendar monthly pass selling for \$12.00 and 60-ride commutation ticket for \$13.65. From Compton a 60-ride ticket is sold for \$8.75.

When additional shifts are added new runs sufficient to handle the traffic will be arranged.

Plan Larger Expenditures in 1930

Preliminary figures indicate that this industry expects to spend in 1930 more than 149 million dollars for new construction, chargeable to capital. This is an increase of approximately 43 million dollars over corresponding expenditures for 1929. In addition it will spend approximately 240 million dollars for renewals and maintenance of existing facilities, which is slightly over the corresponding figure for 1929. This makes a total of 389 million dollars in 1930 for the purchase of materials and the employment of labor in construction and maintenance.

Executive Praises Reduced Accidents During March

A. T. Mercier, Vice-President & General Manager, makes the following comments regarding splendid accident reduction shown during March:

APREVIEW of Passenger Train Service accidents occurring during the month of March, 1930, as compared with March, 1929, reflects the successful efforts being made by the men to eliminate accidents.

Space in the Magazine will only permit of dealing with these in a rather general way.

The total number of accidents, all classes, where passenger cars are involved (including accidents with pedestrians, injuries boarding and alighting from cars), shows a reduction of 16.63 per cent.

Including Motor Coach accidents, the total shows a decrease of 13.41 per cent. Freight accidents showed a decrease of 21.92 per cent. Total of all accidents, decrease 14.45 per cent.

However, reviewing the details now available, there appears to be a need for more care on the part of the operators assigned to motor coach service, as this class of accident shows an increase as compared with the corresponding period last year. While we are operating more service than we did last year, the figures indicate a real necessity for more caution and care on the part of our operators.

I know you men are pleased to learn that your efforts are reflecting an improvement, and that the results are appreciated by the officers of the Company. I am going to ask for your continued co-operation, to the end that our showing for the month of April, and the balance of the year, will reflect creditably.

"Shay, pardon me, offisher, but where am I?"

"You're on the corner of Broadway and Alder."

"Cut out the details. What town am I in?"

To Ban All Down Town Parking

Elimination of all parking in the downtown area of Pittsburgh, is advocated by Public Safety Director James M. Clark. If his recommendations are made into a law by Council, Clark said, he believed a panacea for the existing evil will be found.

"In Chicago," the Director said, "the police are attempting to eliminate downtown parking altogether at any time. Similar action in Pittsburgh is the only remedy for our problem. The quicker it is done the better."

Parking already is prohibited on many downtown Pittsburgh streets.

Car Service Victorious

Two branches of the Transportation Department settled a feud of long standing, temporarily at least, last month when the Car Service boys, represented by William Getz and L. H. Lutes, met and defeated in three games of 50-ball straight pool their arch-rivals, the Butte Street Car Clerks, represented by R. V. Rachford and Liston R. Hill.

Although the match resulted in a clean-sweep for the Car Service, each of the three games were very close as may be seen by the scores: 50-46, 50-48 and 50-45. The Car Service boys are in high spirits over their victory and would no doubt accept a challenge for another such match from some of the other departments.

The Doctor's Blunder

"What's the matter, Rastus, you seem as mad as a wet hen?"

"Well, why shouldn't I be? The doctor what operated me foeh penidicitus went and sewed me up wif white thread."

New Boss in Charge

This lunch room is under new management.

Why, I see the same proprietor around here.

Yes, but he got married yesterday.

Comparison of Accidents During March 1929 and 1930

	Northern Division		Southern Division		Western Division		Grand Total All Divisions		INCREASE OR DECREASE
	1930	1929	1930	1929	1930	1929	1930	1929	
Collisions:									
With Pedestrians.....	3	3	4	2	5	4	12	9	3 Inc.— 33.33%
At Railroad Crossings other than Company's.....	0	0	0	0	0	0	0	0
Between Cars of Company.....	5	1	2	2	0	1	7	4	3 Inc.— 75.00%
With Vehicles and Animals.....	66	106	77	77	138	189	281	372	91 Dec.— 24.46%
Derailments.....	4	4	2	2	2	2	8	8	Same.
Equipment.....	3	2	0	2	4	3	7	7	Same.
Boarding Cars.....	4	8	0	4	13	7	17	19	2 Dec.— 10.53%
Injuries on Cars (not in Collision).....	2	2	8	1	8	4	18	7	11 Inc.— 157.14%
Alighting from Cars.....	7	6	4	6	13	8	24	20	4 Inc.— 20.00%
Falling from Cars (not purposely alighting).....	0	0	1	1	0	0	1	1	Same.
Doors, Gates and Guard-Rails.....	5	4	2	2	6	13	13	19	6 Dec.— 31.58%
Ejectments and Disturbances.....	0	1	1	1	4	0	5	2	3 Inc.— 150.00%
Miscellaneous.....	5	5	3	5	5	9	13	19	6 Dec.— 31.58%
Total.....	104	142	104	105	198	240	406	487	81 Dec.— 16.83%
Employees.....	2	3	2	2	4	1	8	6	2 Inc.— 33.33%
Total Car Accidents.....	106	145	106	107	202	241	414	493	79 Dec.— 16.02%
Motor Coach Accidents.....	19	11	0	4	19	14	38	29	9 Inc.— 31.03%
Total Passenger Accidents.....	125	156	106	111	221	255	452	522	70 Dec.— 13.41%
Freight Accidents.....	13	14	27	47	19	12	59	73	14 Dec.— 19.18%
Total all Accidents.....	138	170	133	158	240	267	511	595	84 Dec.— 14.12%
	32 Decrease		25 Decrease		27 Decrease		84 Decrease		

National Statistics Reveal Electric Railway Safety

IT IS appalling to note that deaths from automobile accidents in 1929 reached the staggering figure of 31,500, according to preliminary estimates released by the National Safety Council. This is an increase of approximately 12½ per cent over automobile deaths in 1928, when the figures stood at 27,966, comments Chas. Gordon, Managing Director of the American Electric Railway Association. He says:

"In contrast, electric railways and affiliated bus lines carried more than 16,000,000,000 passengers in 1928, the last period for which complete figures are available, with only 50 fatal accidents. This represents only one passenger fatality from all causes for each 280,000,000 passengers carried, and seems amply to justify the claim that the safest place on the street under modern traffic conditions is in a street car, bus or rapid transit train.

"The notable accomplishments by electric railways in accident prevention are made particularly evident in the records of the companies to which the Anthony N. Brady Safety Medals have just been awarded. But the relentless struggle to conserve human life is by no means limited to these blue ribbon companies. The banner of safety is being carried forward by electric railway men throughout the country. Safety, safety, safety!—the word resounds constantly in every platform man's ears, and blazons its humanitarian appeal from every car-house bulletin board! The effort is to make each man who steps up to his controller realize that upon his alertness and skill depend the lives of hundreds of people during the day.

"Surely that is a responsibility that challenges the best in all of us. And the records give us real cause to be proud of the way in which this responsibility has been discharged by the men of the industry—the men who are making the uniform of public service the symbol of public safety."

A PLACE FOR STAMPS

Do you hate to throw away an odd foreign stamp?

Then don't do it.

There are kids in this town who will appreciate them, and learn geography from them—and bed-ridden kids at that.

Just send your foreign stamps, and higher value United States stamps, to George J. Ramsey, Recorder of Al Malaikah Temple, 665 West Jefferson Street, Los Angeles.

The Shriners assume the responsibility of supplying amusement and occupation to bed patients among the children at hospitals, and stamp collecting is a favorite occupation.

Mary's Little Lamp

Mary had a little lamb,

It drank some gasoline,

And then it wandered near a fire,

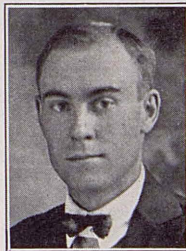
And since has not benzine.

Employee Wins Recognition in Short Story Writing

THE old axiom that we can do anything we think we can is again vindicated.

Its vindicator in the instance at hand is none other than H. R. Goller, Motor Coach Operator on an Alhambra local run.

Mr. Goller when he was a young boy had an ambition to write short stories. He nursed the thought and made up his mind to try and try and try. He sought encouragement from his high school teacher and asked the learned "Prof" if he thought he couldn't make good as a writer. He was told not gently and also firmly that during the time he tried to write the world would lose a good boiler-maker.



But young Goller thought differently and subsequently proved that as a prognosticator the professor's prediction was as reliable as a weather bureau report. In the past few years Mr. Goller's short stories have appeared in a number of magazines published by the Dell Publishing Company and to date 16 of his brain children have brought financial reward of good proportions.

Having left his home in Kansas at a tender age Goller "rode the range" in practically every western state, but never gave up hope that some day he would write successfully. Inspired by the thrilling adventures of famous war aces, Mr. Goller made an intensive study of aviation technique, seeing in the great future of the airplane a fertile field for fiction. He even became a student pilot and aspires to possess a government license. Most of his stories to date have dealt with aviation, although some have featured Western he-men of the plains. His latest story appears in "Sky-Riders," which announces its May feature to be a story by Mr. Goller.

Young Goller writes three hours each day before taking his coach and claims that never yet has he gripped his driving wheel and imagined it the "stick" of a speedy one-seated plane; nor does he day-dream. His accident record, or rather, the lack of such a record, bears him out. He has been employed seven years by this Company and his record is a creditable one.

Mr. Goller's ambition now is to write a book and somehow or other, after talking to him, you come to the conclusion that it won't be long until he does that very thing—for isn't it true "that we can do anything we think we can."

New Year's Resolves

Mrs. A.: "Are you keeping your New Year's resolve to economize?"

Mrs. B.: "Yes. I am buying less than I can't afford than ever before."

Auxiliary Celebrate Second Birthday of Organization

By Mrs. Lon Bishop

THE 13th of March was one of the happiest and luckiest days our organization has ever had. Happy because we were two years old on that day, and growing steadily. Lucky because four of our big brothers saw fit to cancel appointments and be with us at our birthday party.

They recognized us as a real Women's Club and were lavish with their compliments. Mr. Young, Mr. Ed. Thomas and Mr. Vickrey, all tried to outdo each other in saying nice things, but when the "Daddy" of our organization put out his arms and said "Girls, come to Papa," well—just the strict order of Parliamentary rules we are accustomed to, prevented a regular stampede.

We owe the existence of our Club today to him, it was his idea, two years ago, that started the little band of thirty women, grown today to over two hundred. (Mr. Vickrey, I believe, takes credit for the increase.)

Mr. Geibel blew out the candles, cut the cake and with his best wishes for an even more successful year, started the Club on its third year. The cake, a beautiful creation in green and white, was made and presented to the ladies by Mrs. L. Murphy.

Miss Fields, a most charming young lady, favored us with soprano solos and Mr. Gourley gave several splendid whistling solos, making the program a very delightful one.

The rest of the afternoon was spent congratulating each other and sampling eleven other birthday cakes.

The coffee, tea and service for one hundred and twenty-five women, was furnished and presented as a birthday gift by the management of the cafeteria, a very lovely thought of Mrs. Garlinghouse and certainly appreciated.

Mr. Holmes, the "Ever Ready" brother of the organization, without whom our parties are never complete, came in for a big hand during the afternoon.

Mrs. King, the "Percy" of our Club, felt inspired during the refreshment hour and gave a very lovely poem.

The card party on St. Patrick's "night" was a big success, prizes worth playing for and everybody had a good time.

The next night card party will be held April 14th at 7:45. Everybody is invited. Both bridge and 500 will be played.

The afternoon card party on March 20th netted a neat little sum for the strong box. Mrs. Casuldine and Mrs. Retta Smith were high in bridge with Mrs. Denton and Mrs. Blackmur won at 500. The next afternoon party will be held April 17th at 1:30.

The program on March 27th might be called "A Spring Rhapsody". Great bouquets of spring blossoms, our chorus gay in their spring frocks and canaries singing sweet obligatos to the music of "Spring", making a perfect setting for Mr. Fred C. McNabb of

radio fame, who talked in such an interesting manner of flowers and trees.

Mrs. Florence Smith whistled "The Spring Song" delightfully, and Mrs. Frank Eugene Shaw gave three splendid readings, among them "Trees", most appropriate to the program. Our own chorus sang "Voices of the Woods" and demonstrated very clearly that it won't be long before they can compete with the best of them.

Our distinguished guest of honor on that day was Mrs. Howard N. Sherwood, President of the Los Angeles District of Federated Clubs. We were very happy and proud to welcome her.

Call to arms: War has been declared between the State of California and the State of Illinois. Reinforcements are needed. First shot fired on May 22nd at 1:30.

Native daughters of Illinois get in line.

War offices at Mrs. King's in Torrance or Mrs. Bishop's in Glendale.

DON'TS FOR BEACH SWIMMERS

Anticipating a record early-season attendance at the Los Angeles municipal beaches, advice to swimmers in the form of eleven "don'ts" has been issued by C. P. L. Nicholls, aquatics supervisor in the playground and recreation department.

The list warns against practices which might result in injury or drownings. At the same time, announcement was made of additional safeguards to be provided over the weekend by the municipal lifeguard system, of which Nicholls is the head.

Following is the list of "don'ts" for swimmers:

(1) Don't overestimate your swimming ability at the beginning of the swimming season when not in training. Overenthusiasm is often fatal.

(2) Don't bathe immediately after eating; cramps frequently result.

(3) Don't bathe in remote places, but always stay near where a life guard is stationed, for your own protection.

(4) Don't make long-distance swims alone; always swim accompanied by a strong swimmer.

(5) Don't use inflated rubber apparatus, such as tires, tubes and water wings, in the surf; you may be carried out to sea on them and be unable to return.

(6) Don't call for help unless actually in trouble, as you may call sometime when you do need a life guard and not be noticed.

(7) Don't swim near piers or pilings, as they cause strong currents and have sharp cutting surfaces.

(8) Don't take "dares" in the ocean.

(9) Don't go to the assistance of a life guard until he calls for help, as he can handle the situation, and he may have to help you.

(10) Don't dive into unknown water but always explore thoroughly before running into the surf.

(11) Don't lie in the sun and try to acquire a quick-tan, it will always result in painful sunburn. Don't sleep in the sun, as you may oversleep and wake up a cinder.



THE Magazine ten years ago carried a lengthy feature article, profusely illustrated, of the Signal Department of that day and the statement was made by Signal Engineer Florence that at that time the system was composed of 25 distinct units and that the investment amounted to in excess of \$500,000.

It is interesting to know that very great progress has been made in this activity of the Company, how much has been made is evidenced by the fact that our investment now in Signal and Safety equipment amounts to more than a million dollars.

Ten years ago this month D. W. Layne was located at Etiwanda on the San Bernardino line and at that time was transferred to the General Freight Department in the capacity of Freight Rate Clerk. Since that time Mr. Layne has taken several promotions until today he is General Agent of the Company at Long Beach.

Ten years ago this month R. E. (Dick) Kelly, who for some time prior to April, 1920, had been General Agent of the Passenger Department, severed connections with this Company by transfer to the Southern Pacific Company at San Francisco, where today, after ten years of strenuous work, he is Manager of the Development and Colonization Department.

During that same month, because of the resignation of Mr. Kelly, Edward H. Sharpe who was Chief Clerk of the Department, became General Agent in charge of publicity, and later went to San Francisco as Mr. Kelly's assistant. Mr. Sharpe is now Manager of the Public Relations Department of the Aviation Corporation of America in New York City.

H. O. Marler became General Agent in charge of solicitation of new business, succeeding Mr. Kelly, and is now Assistant Passenger Traffic Manager.

George Blyth was appointed Chief Clerk to succeed Mr. Sharpe and is now Advertising Manager.

Ten years ago this month the Accounting Department celebrated lustily over its baseball team defeating the Santa Fe general office nine by a score of 21 to 10. "Smiling Mike" Levin and Clement Smith occupied the pitcher's box and Herman Grenke held down first base.

Baseball enthusiasts of the Company ten years ago had a ball park on Mission Road near Echandia Junction which has long since been abandoned.

Ten years ago this month a Hiking Club was organized by Pacific Electric

employees and for some time maintained quite a membership and went on a great many hikes to various mountain points in the southland. The Club was disbanded after two or three years for no good reason at all, and this is a tip that another one might be organized with benefit to all its members.

In April, 1920, Charles P. Hill assumed the duties of Chief Clerk in the Transportation Department and continues today in that capacity. Mr. Hill succeeded L. M. Kohler. For a number of years prior to 1920 "Charlie" was employed as stenographer in the Transportation Department.

Horace Crocker, Westinghouse expert, who because of his long association with the Pacific Electric family is really considered a member of it, gave a party to the young ladies of the Mechanical Department, somewhere in the foothills. A picture of Crocker arrayed in a very peculiar costume, receiving the adoration of a good looking young lady, appears in the Magazine of April, 1920. "The old gray 'horse' ain't what he used to be."

BUSINESS COMMANDMENTS

- 1—Don't wait for the other fellow to come to you; go to him.
- 2—In competition with others, always give them the credit for being a little smarter than you are. Then work like the deuce to prove that they aren't.
- 3—If you have no money and little credit, capitalize your personality. Sometimes it pays to have nerve.
- 4—Never admit to anybody—and of all to yourself—that you are licked.
- 5—Keep your business troubles to yourself. Nobody likes a calamity howler. Besides, he finds scant favor with the bankers.
- 6—Don't be afraid of dreaming too big dreams. It won't hurt you to figure on owning a railroad, even if you have to compromise on a flivver.
- 7—Make friends; but remember that the best of friends will wear out if used too frequently.
- 8—Be square, even to the point of finickiness, and you will have mighty little occasion to complain of a crooked world.
- 9—Take advice, but do your own deciding.
- 10—Don't toady. The world respects the man who stands up and looks it in the eye. —City Builder.

A hundred-point man is one who is true to every trust; who keeps his word; who is loyal to the firm that employs him; who does not listen to insults nor look for slights; who carries a civil tongue in his head; who is polite to strangers without being "fresh;" who is considerate towards servants; who is moderate in his eating and drinking; who is willing to learn; who is cautious and yet courageous.—Elbert Hubbard.

THE PACIFIC ELECTRIC MAGAZINE

Published Monthly by the Bureau of News
(Executive Department) in the interest of
Employees of the Pacific Electric Railway.

E. C. THOMAS...Gen'l. Agt. Executive Dept.
PAUL T. PORTER.....Editor

Vol. 14; No. 11 April 10, 1930

CONTRIBUTORS TO THIS ISSUE

N. B. VickreyP. E. Club
D. B. Van FleetTerminal Foreman
L. H. AppelElectrical Dept.
R. M. CobbElec. Dept.
Edmund C. FoxTrans. Dept.
Margaret MaitlandEngr. Dept.
Max ShuringEngr. Dept.
Mrs. Lon BishopLadies Auxiliary
Reed ChristiansenP. E. Club
Ruth ThompsonNorthern Division
Daniel SanchezL. A. Freight Terminal
William KaplanSouthern Division
E. M. DanielsTrans. Dept.
Thomas A. LyonsTrans. Dept.
Don HoustonTrans. Dept.
George PerryAccounting Dept.
Carleton B. BellTorrance Shops
E. D. ArthurSherman Terminal
Walter R. BloomNorthern Division
F. J. LearyTrans. Dept.
W. H. JenkinsonHill St. Station

Contributions of Items of Interest by all employees solicited. Address all communications to the Magazine, to Bureau of News, Room 708, Pacific Electric Building, Los Angeles.

IT HAS been truly said that the greatest pleasure to be derived in life is to aid or contribute to the welfare and happiness of others. Taken lightly early in life, the truth of this assertion forcefully dawns upon us as

What Was Intent of the Mortuary Fund?

the passing of years brings us to broader and saner viewpoints.

Splendid as have been, and are, many plans and pleasures offered by our management for the benefit of the employee mass, the Mortuary Fund has served a better purpose and contributed a greater degree of helpfulness than any other of the many provisions for our happiness and welfare.

There is no profit individually to any of us who are members of the Mortuary Fund. Indeed it is not the intention of the plan. Rather it was conceived to effect far more noble and worthy purposes.

Lest we forget, the Mortuary Fund was designed (1) as a financial protection to our own loved ones; and (2) as a brotherly expression of sympathy and helpfulness to our fellow worker's family in dire distress.

It seems useless to again point out the privilege of belonging to the Mortuary Fund, but few of us see or hear of the many heart-touching incidents or tales that are told when delivery

of this voucher is made to bereaved homes.

Sometimes it is the means of paying off a small balance on a home, relieving those behind of this large item of monthly payments.

To those who have been frugal enough to clear their homes, this fund, together with the Group Insurance, have kept youngsters in school or permitted them to take a special course of study that would fit them to earn far more than they would otherwise and perhaps change for the better their entire lives.

Again it has been the only means of those left behind and not to have had it would have meant destitution and hunger, or the appeal for charity.

Probably its greatest blessing to those who remain is the fact that it eliminates a "passing of the hat" which humiliates and makes sorrow even harder to bear.

Life's uncertainties may long or only shortly delay the day when our own dear ones will receive this token of our love and regard for them and their welfare. In the meantime it should be a source of much gratification to us that through our membership other families are provided with a "nest egg" that frequently assumes the proportions of a tremendous sum.

Young Debaters Win Cause of Private Ownership

IN WINNING overwhelmingly a debate at the Los Angeles High School on the subject, "Resolved: That the City should own the street car system in Los Angeles," Miss Alene Smith, young daughter of W. F. Smith, Assistant Superintendent of Power, and La Priel McCuen, her colleague, advanced some arguments and theories that are well worth repetition. When the young ladies completed their fusillade of facts and figures a poll of the class showed that by a count of 20 to 1 they were of a mind that the City should not own the electric railway.

Here are some of the facts advanced by these clever young exponents of privately owned utilities:

"The privately owned utilities pay a large sum of money every year to the city treasury. This money is their taxes on property and franchises which is about 8 per cent of the total earnings from passenger revenue. If the railways were municipally owned where would the city get this loss of taxes? They would have to raise the individual taxes to regain the money.

If, in the local government there was (1) an absolute separation of politics, (2) a hearty spirit of friendly cooperation between the public and utilities, and (3) sound financial and ac-

counting methods—then it would be all right to begin talking about the City owning the street railway. Until the forenamed conditions exist there is no doubt but that the best interests of the city are served by private operation.

President Hoover said in a pre-election address: "During the war the government found it necessary to take over the railroads. Since being returned to private ownership rates have been lowered 15 per cent and net earnings have been increased from 1 to 5 per cent."

Measured by the experience of the United States, by inefficiency of service, by rates charged, we have everything to lose and nothing to gain by public ownership.

President Hoover, ex-President Coolidge, Mr. Dawes and many other intelligent and well versed leaders are opposed to municipal ownership.

Detroit public ownership advocates promised a 5 cent fare but they found that it was necessary to charge 6 cents and an additional cent for a transfer. The fare is now 8 cents.

Seattle also tried it at a 5 cent fare but the fare was raised to 10 cents after they had wasted \$750,000 experimenting. Also the employees were threatened with non-payment of wages due to the financial conditions of the railroad department of the city of Seattle.

San Francisco's municipal railroad discovered that in order not to have such a great deficit, they could only serve a part of the city or where it was most populated. The people now want extensions and the officials believe that either the fare will have to be raised or the taxes increased in order to get these improvements. The San Francisco municipal line has only been able to make it appear that they have been successful by a clever system of book-keeping which relieves the property of tax charges, depreciation costs, etc.

Boston municipal system also had the same experience and raised their fare to 10 cents after a deficit of \$1,000,000.

COURTESY

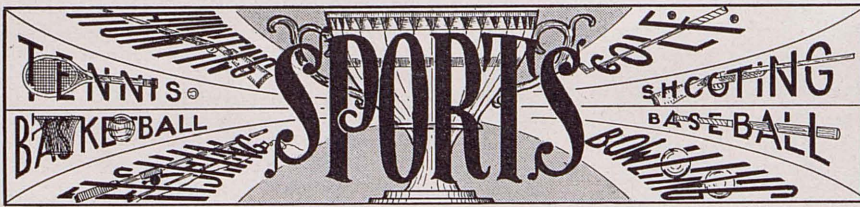
Courtesy is the one medium of exchange which is accepted at par by the best people of every country on the globe. It is sentiment cloaked in reasonable and business-like expression—the embellishment that adds tone and harmony to matter-of-fact routine—the oil which lubricates the machine of commercial good fellowship and promotes the smooth running of the many units in an organization.

Courtesy radiates a spirit of good feeling that we are not working entirely for what we get out of work in a material way—but for the pleasure of polite transaction and friendly association as well.—J. Leo Levy.

They had met and were now on their way to the concert together.

She: "I see you got your tuxedo on time."

He: "I didn't ask you how you got your evening gown, did I?"



Bowling Leaguers End Play After Successful Season

By R. M. Cobb

THE 1929-30 bowling season came to a close March 14th after one of the most exciting races we have ever had. Both teams and individual places were hotly contested for and it is with hearty congratulations that the names of the various winners are presented.

For the second half of the season the Roadway Equipment team finished in first place, with 36 points won. The P. E. Club Ladies were second with 29 and the P. E. Club third with 26. F. E. Epp, J. Dumoulin and John Brenchley won neckties for weekly high game while the bill fold for the highest number of pins was won by B. F. Durr.

For the season the championship of the league goes to the Roadway Equipment team consisting of Captain E. Haskell, H. Williams, T. Cuccia, M. Cuccia and Wm. Forrest. These boys overrode all competition and sailed into the medal position with room to spare. The first 3 teams finished as follows: Roadway Equipment—62 points; Southern Division—52 points; Signal Department—50 points.

The individual Championship goes to L. H. Covell with an average of 181.65, just 4 pins above Gowanlock with 181.61. Forrest was also close with 181.6. Rather closely bunched after 66 games. Outstanding were the records set by the Signal Department team rolling a series of 2643 and one of 2590 together with a high game of 939. The

other prize winners for the season were:

High Individual Game

W. Ohlinger—262; N. Gilbert—243, and S. W. Swartz—240.

High Individual Series

L. H. Covell—657; J. Gowanlock—640, and Oliver—631.

High Team Game

Telephone Dept.—938; Electrical Dept.—932, and P. E. Club—907.

High Team Series

Signal Dept.—2643; Southern Division—2532, and Macy St.—2529.

Highest Increase in Average

160 and over: Covell—11.54; Brahm—5.54, and Ralph—25.

150—160: Gonzalez—9.30; Arzate—9.29, and Smith—5.41.

140—150: Potter—15.29; Winstow—13.7, and Prettyman—7.19.

130—140: Miller—24.28; McLeod—21.58, and Brenchley—21.26.

120—130: Culverwell—17.21; McConnell—8.52; Gayless—7.00.

119 and under: Miss A. Houge—39.25; Mrs. R. M. Cobb—29.24, and E. Haskell—24.4.

The open class team in the coming P. C. B. C. will consist of L. H. Covell, J. Gowanlock, W. Forrest, R. D. McCubbin, A. Brahm and R. Arzate.

The booster class team will be composed of E. D. Ralph, W. H. Potter, C. G. Gonzalez, A. B. McLeod, M. R. Yaeger and C. H. Miller; while the ladies' team will have on its list Miss A. Houge, Mrs. S. W. Swartz, Mrs. M. Johnson, Miss H. Spafford, Mrs. I. Brown and Mrs. R. M. Cobb.

The teams will bowl as follows: Monday May 5 at 7:00 P. M. the open and booster 5 man team events; Tues-

day, May 6 at 2:00 P. M. the open and booster doubles and singles; at 8:00 P. M. Tuesday, May 6th the Ladies' team event will be rolled to be followed Wednesday, May 7th at 5:00 P. M. by the ladies' doubles and singles.

The Pacific Coast Bowling Congress is being held this year April 17th to May 18th at Davenport's alleys, 1953 South Vermont Avenue. Single admissions at 25c or season tickets good for the entire month at \$1.00 may be had at the door by presenting your P. C. B. C. or P. E. Club membership card.

Any person interested in bowling should attend and we certainly want a big crowd of rooters to be present on the dates when the P. E. teams do their stuff. Mark the dates, May 5, 6, 7 on your calendar and plan to be with us.

WITH P. E. BALL TEAMS

There are now five Pacific Electric baseball teams, another forming, which together with the Torrance Shops and San Bernardino indoor ball teams it may be said that employees have contracted "baseballitis."

If space permitted it would be a pleasure to show in the Magazine the box scores of each team for the previous month, but obviously this cannot be done. Managers of teams are requested to send in the following information for use in the Magazine for each game played during the previous month: Name of opponents, game score, hits, errors and batteries. This information should be received not later than the first of each month and will insure equal representation for each team.

The following is information supplied by Managers showing results of recent games in which Company teams engaged:

The P. E. Trainmen's team, F. L. McCulley, Manager, have been on the long end of the score in five of the



P. E. Bowling League members just before the final games of the season were played last month, on the result of which hinged standings of teams and individual for many valuable prizes.

last eight games played, as the following tabulation shows:

Alhambra Merchants, 6; Trainmen, 12.

Valley Blvd. Merchants, 5; Trainmen, 12.

Glendale Merchants, 2; Trainmen, 15.

Pasadena Buicks, 4; Trainmen, 7. Soldiers' Home, 7; Trainmen, 2.

Pacific S. S., 5; Trainmen, 3.

No. Pas. Merchants, 3; Trainmen, 26.

Star Truck, 4; Trainmen, 0.

La Rue and Spencer were the chuckers in the forenamed games and to their good work goes much of the credit for the success of the team.

Ocean Park, away to a good start, did not click up to their usual standard during the past month, having lost 3 out of 4 games played. Hill Street started their downfall by beating them 6 to 4. L. A. Firemen took their measure, 16 to 1; the Santa Monica Merchants nosed them out, 9 to 8.

After these three losses the boys regained their stride, defeating Macy Street to the tune of 6 to 4. The batteries in this game were Cordey and Conally, Ocean Park, and Scott and Kennedy for Macy St.

West Hollywood and Macy Street teams engaged in what was the closest and best played games yet contested among Company teams, Macy Street winning by a score of 3 to 2. Scott on the firing line for Macy Street held the West Hollywood hitters, or rather swingers, to five scattered hits, while the Macy St. boys bumped Del Mar for nine hits which proved enough.

West Hollywood home games are played on the Sanitary Dairy grounds located at Melrose and San Vincente.

The Subway team also took the West Hollywood team into camp to the tune of 14 to 3. The feature of this game was the splendid chucking of H. J. Hamilton and W. H. Griffiths.

Managers are again reminded to send in by the first of each month: names of teams; score; hits, errors and batteries of each team.

P. E. GOLFERS IN 5th PLACE

Having held the league leading City Engineers to an even match last month, the P. E. Golf Club now have high hopes of finishing one, two, three in the Los Angeles Industrial & Commercial League.

They next engage the Shell Oil Company team on Sunday, April 27th, at 9:00 a. m. on the Montebello course and on the outcome of this game largely rests their future league standing. Our boys are now in fifth place, having registered ten points in four matches, which considering their lack of league experience and class of teams encountered is a splendid record.

In the match with the City Engineers the Redondo Beach members of the team distinguished themselves. Foltz and Kennedy showed their mettle when with three down on the twelfth hole they came out 2 up on the 18th. Foltz registered birdies on the

17th and 18th, and Kennedy one on the 15th. Tower and Fields beat their opponent 7 up and 5 to play. Don Houston, C. C. Dickson, Ed Hodges and Grey Oliver, the other members of the team, hope to give a better account of themselves in future matches. They held their rivals to close scores and considering the class of opponents their showing was creditable.

Grey Oliver, Manager of the P. E. Golf team, wishes to welcome other company golf enthusiasts to come out with the boys and anyone desiring to do so can get details from him at room 675 P. E. Building.

ANOTHER PRIZE SHOOT FEST

On Sunday, March 16, the Pacific Electric Rod and Gun Club held its second big merchandise shoot of the season. In spite of the fact that it was a very cloudy day there were 16 shooters present and a good day's sport was enjoyed.

Various fine articles were won by the following shooters:

First—J. R. Beale, 47x50, hunting knife donated by Tufts-Lyons.

Second—W. C. Daniels, 47x50, bill fold donated by P. J. Flaherty.

Third—Mrs. Gus Knight, 45x50, hunting jacket, donated by Adams Goodman Co.

Fourth—H. Schwass, 45x50, flashlight donated by P. E. R. & G. C.

Fifth—A. M. Cross, 44x50, cleaning rod donated by P. E. R. & G. C.

Sixth—Dave Frew—44x50, camera donated by P. E. R. & G. C.

Seventh—K. L. Oefinger, 42x50, electric cigarette lighter, P. E. R. & G. C.

On Sunday, April 13, will be held the third big merchandise shoot of the season and a cordial invitation is extended to all shotgun artists to come down to the Rod and Gun Club grounds at Bangle Station on the San Pedro Line and try their skill.

Remember the date—April 13.

WINS BILLIARD TOURNAMENT

All hail the champion!

Having survived three rounds of elimination play and a round-robin with four players participating, Willis M. Brooks, Mechanical Department, won the Pacific Electric Club Spring Straight Rail Billiard Tournament of 1930. Finishing second, third and fourth were Donald Batman, Executive Department; H. L. Wiggam, Transportation Department; and D. C. Fuller, Store Department, in the order named. In recognition of winning the tournament, Mr. Brooks was presented with a billiard cue.

Twenty-six players signed up for the tournament and each participant was assigned an arbitrary handicap on the basis of previous showing. The first elimination round consisted of 13 matches, names being drawn from a hat to decide pairings. The second elimination round consisted of six matches and a bye, while the third consisted of three games and a bye,

leaving the four players who entered the round-robin.

The winner of the tournament was decided on the basis of games won and lost in the round-robin, the last game of which was for the championship and was played between Messrs. Batman and Brooks, resulting in a 36 to 40 victory for the latter.

The high run of the tournament was made by Mr. Brooks, he having scored 10 times in one inning in his match with Don C. Fuller. Mr. Brooks also had runs of 8 and 9, as did H. L. Wiggam, who ran into a temporary slump in his crucial game, after having made a splendid showing in all previous matches.

ELECTRIC RAILWAY ADDS TO VALUE OF REAL ESTATE

Connecticut realtors at a recent convention agreed that proximity to electric railway lines is the most important factor in the development of both residential and industrial real estate. Unless a new development is within easy walking distance of transportation, sale of real estate either for the construction of new homes or factories is a practical impossibility, the realtors declared.

The best indication of this fact, they pointed out, is that practically all newspaper advertising of new developments contains the phrase "Close to the street car lines," "Two minutes' walk from the trolley," or the like. Even in the classified advertisements for the sale or rental of individual buildings in thickly populated areas similar lines appear constantly.

Realtors say this condition exists although the large majority of Connecticut families own automobiles. Few families have more than one auto so that transportation by other means, usually the electric railway, becomes essential to all except the person who customarily makes use of the motor during the day. If the machine is used for transportation to and from business by the head of the family, the rest of the members must rely upon electric cars for transportation. If the car is left for the family during the day, the head must utilize the electric railway service for transportation to and from work. Public transportation service is regarded as more necessary to the sale of house sites than paved streets.

Unwritten Language

Lives of golfers all remind us
We can top and slice and hook,
And departing leave behind us
Words you won't find in a book.

Pat was over in England working with his coat off. There were two Englishmen working on the same railroad, so they decided to have a joke on the Irishman. They painted a donkey's head on the back of Pat's coat and watched to see him put it on.

Pat, of course, saw the donkey's head on the back of his coat, and turning to the Englishmen, said: "Which of yez wiped yer face on me coat?"

Education	Recreation
PACIFIC ELECTRIC	
Entertainment	Fellowship
AFFAIRS.	
N. B. Vickrey	Associate Editor.

Executive Committee of the Pacific Electric Club met in regular session in the Ballroom of the Club Building on Wednesday, March 5, 1930, at 2 p.m. The following members were absent: W. J. Scott, G. P. Terry, C. J. Hileman, B. L. Livingston, J. W. Anderson, W. M. King, J. M. Geopfert, J. E. Flathers, H. E. DeNyse, J. K. Ford, R. E. Labbe and H. C. Froude. Minutes of Executive Committee meeting held February 28, 1930, were read and approved.

The following financial report as of February 28, 1930, was submitted:

Club Fund	
Balance, 2-1-30	\$1,552.97
Receipts	1,625.39
<hr/>	
Total	\$3,178.36
Disbursements	1,521.10

Relief Fund	
Balance, 2-1-30	\$ 52.05
Receipts	1,890.94
<hr/>	
Total	\$1,942.99
Disbursements	1,635.17

Balance, 2-28-30	\$ 307.82
------------------------	-----------

Honoring F. E. Mayfield, deceased committeeman, the Executive Committee stood in silent tribute for one minute. With unanimous approval of all present, N. B. Vickrey was instructed to draft a resolution on behalf of the Committee expressing its sympathy to Mrs. Mayfield and family in their recent bereavement.

Club Manager Vickrey called attention to the fact that some employees who had been let out of service in the recent retrenchment move were being reinstated. Under present regulations it is necessary to have all such employees sign new application for Club membership in order to continue same. Committeemen were asked to see that all reinstated men understood this situation.

C. C. Rice advised that, although he had not personally had the opportunity of hearing the Club Orchestra since its recent reorganization, he had heard from several fellow employees who had attended dances that it was a much improved organization and that the music was good.

Guy Woolley, Mechanical Department, Torrance, was appointed to membership on the Executive Committee to fill the unexpired term of F. E. Mayfield, deceased.

B. F. Manley called attention to the increasing interest in billiards among employees, suggesting that if funds are available another billiard table be purchased. At present there is but one such table in the Club. Mr. Vickrey

advised that the purchase of an additional table for the billiard room was now under consideration.

W. H. Jenkinson announced that in the near future "The Mourning Doves," a three-act comedy-drama of which he is the author, will be presented at the Pacific Electric Club Theater. All committeemen were urged to watch for announcement of presentation date, to attend themselves and talk it up among employees.

In response to requests made at Executive Committee meeting of February 5 for information concerning reduced automobile insurance rates available to employees through Archer & Knight, Insurance Brokers, Mr. Vickrey distributed to all those present insurance inquiry blanks and self-addressed business reply envelopes. Meeting adjourned at 3:10 p.m.

P. E. CLUB BULLETIN

April 10 to May 10, 1930

Thursday, April 10:
Ladies' Auxiliary Meeting at Club—1:30 p.m.
Class in Ballroom Dancing—7 p.m.
Club Dance—8 p.m.

Friday, April 11:
Motion Picture Show—"Romance of the Underworld"—with Mary Astor and Ben Bard—7:30 p.m.

Saturday, April 12:
Motion Picture Show—same as preceding evening—8 p.m.
Agents' Association Meeting—7:45 p.m.

Sunday, April 13:
Baseball Games—watch weekly bulletins.
Rod & Gun Club Merchandise Shoot at Bangle Grounds—10 a.m.

Monday, April 14:
Ladies' Auxiliary Night Card Party in Club Ballroom—7:45 p.m.

Thursday, April 17:
Ladies' Auxiliary Afternoon Card Party at Club—1:30 p.m.
Stamp Collectors' Meeting at Club—8 p.m.

Friday, April 18:
Motion Picture Show—"The Air Circus"—with David Rollins and Sue Carroll—7:30 p.m.

Saturday, April 19:
Motion Picture Show—same as preceding evening—8 p.m.

Sunday, April 20:
Baseball Games—watch weekly bulletins.

Thursday, April 24:
Ladies' Auxiliary Meeting at Club—1:30 p.m.
Ballroom Dancing Instruction at Club—7 p.m.
Club Dance—8 p.m.

Friday, April 25:
Motion Picture Show—"Tropic

Madness"—with Leatrice Joy, 7:30 p.m.
Masonic Club Dinner at Mt. Lowe.
Saturday, April 26:
Motion Picture Show—same as preceding evening—8 p.m.

Sunday, April 27:
Baseball Games—watch weekly bulletins.
Golf Match—Shell Oil vs. Pacific Electric Club at Montebello Park Golf Club—9 a.m.

Friday, May 2:
Motion Picture Show—"Dog Law"—with Ranger—7:30 p.m.

Saturday, May 3:
Motion Picture Show—same as preceding evening—8 p.m.

Sunday, May 4:
Baseball Games—watch weekly bulletins.

Monday, May 5:
Pacific Coast Bowling Congress at Davenport's Alleys, Washington and Vermont—Pacific Electric Club Open and Booster Teams—7 p.m.

Tuesday, May 6:
P.C.B.C. at Davenport's Alleys—Pacific Electric Club Open and Booster Teams; Singles and Doubles—2 p.m. Ladies' Team—8 p.m.

Wednesday, May 7:
P.C.B.C. at Davenport's Alleys, Washington and Vermont—Pacific Electric Club Doubles and Singles—2 p.m.
Club Executive Committee Meeting—2 p.m.

Thursday, May 8:
Ladies' Auxiliary Meeting at Club—1:30 p.m.
Ballroom Dancing Instruction at Club—7 p.m.
Club Dance in Ballroom of Club—8 p.m.

Friday, May 9:
Motion Picture Show—"Sonny Boy"—with Davey Lee, Betty Bronson and Edward Everett Horton—7:30 p.m.

Saturday, May 10:
Motion Picture Show—same as preceding evening—8 p.m.

FIVE DEATHS IN MARCH

Last month five members of the Pacific Electric family were taken by death. Our sincere sympathy is extended to the bereaved families of those taken from our employee ranks.

Those who answered the summons were: Feliciano Morales, Laborer, Engineering Dept.; Addison J. Slocum, Retired Watchman; Erik W. Forsberg, Motorman, Southern Division; Lewis C. Paulsen, Motorman, Northern Division; and George E. Pickles, Motorman, Southern Division.

A total of \$12,500 (group and Mortuary insurance) was paid to beneficiaries of the deceased, three of whom were members of the Mortuary Fund.

Three additional claims were granted last month by the insurance company for total and permanent disability.

Twenty-nine employees are now receiving an aggregate of \$2,016.85 monthly benefits under the total and permanent disability clause.

2200 BOOKS NOW IN LIBRARY

Three separate gifts of books totaling 26 volumes were received by the Club Library during the last month. All being books of fiction, the new volumes are in the Library at the disposal of Club members through regular channels.

There are now over 2200 books in the Club Library, all of which have been contributed to the cause of a bigger and better library. The various volumes cover practically any subject a person would desire information upon, they varying all the way from light fiction to encyclopedias.

Last month's three donors, together with the books each contributed, are as follows:

Mrs. J. B. Green—The Prince of Graustark, Jim Curry's Test, Zelda Marsh, The Mine With the Iron Door, The Two Vanrevels, The Deerslayer, North of 36, The Heritage of the Desert, The Light of Western Stars, Hangman's House, The Triumph, A Daughter of the Land, The Adventures of Kathlyn, and The Constant Nymph.

Arthur W. Majors, Engineering Department—The Second Generation, The Carpet From Bagdad, Judy's Man, Queed, The Spenders, Half a Rogue, The Man Who Lost Himself, and The Sky Pilot.

H. A. Crocker, Westinghouse Air-brake Company—The Man From El Paso, The Blue Jay, Gun Harvest, and The Alaskan.

School Entertainment Fine Success

Students of the Pacific Electric School again demonstrated their ability, individually and collectively, in the presentation of the regular monthly school entertainment on the evening of March 27. With E. A. Stevens as master of ceremonies, the following program was presented:

Introductory Remarks—E. L. Young, President, Pacific Electric Club; Musical Act, Mr. Hadler, son and daughter; Popular song, Hodson Bros.; Reading, Ruth Helen Jett; Remarks, Educational Director; Dinner at Seven Sharp, a one-act play by Dramatic Art Class; Violin selections, Clyde Stineberger; Saxophone solo, P. R. Bedding; Violin solo, Dorothy Collins; and Accordion Piano selections, Leo Wining.

Those taking part in the play—"Dinner at Seven Sharp"—were C. A. Schmitt, Mrs. L. S. Dunham, Mrs. W. E. Smart, W. J. Smith, H. Shoup, F. Greider and George Perry.

Following the above program, which was delightfully rendered in all instances, a dance in the Ballroom furnished entertainment for the balance of the evening.

The next school entertainment is to be held in the Club Theatre at 8:00 p.m. Wednesday, April 30. These programs are open to all Club members, their families and friends.

A woman submitted a bridge problem to an expert. He sent her a bill for ten dollars. "Must I pay it?" she asked a lawyer. "Yes—you sought his counsel," he said—and next day sent her a bill for fifteen dollars.

Value of Employees As Accident Witnesses

OUR Claim Department calls to attention a misapprehension on the part of many employees as to their value as witnesses to accidents. Many erroneously regard themselves as prejudiced witnesses and frequently fail to come forward and give their version of accidents in which our cars or trains are involved.

This is a misconception. The testimony of employees is admissible and frequently has been the determining factor on which suits have been decided. Also, lack of witnesses have caused the loss of considerable sums in legal suits.

However slightly an employee may have witnessed an accident, often times questioning will bring out the very factor upon which the winning of a suit may depend.

Not only have Company employees won suits through their testimony, but their alertness has also been very helpful. A case in point recently was that of a Trainman who approached a motorist who refused to give his name, saying he did not see the accident. The Trainman took the number of the automobile, the motorist was traced and subsequently proved an invaluable witness. The moral to this would seem to be "if you can't get a name, get a number."

Employees should not fail to get in touch with our Claim Department when witnessing accidents.

Bridge Tournament in Progress

With interest at a high pitch, although no casualties reported as yet, the Pacific Electric Club Bridge Tournament is well under way. At this writing the Southern Division is leading in the total score column with 13,731 for 72 hands. The Mechanical Department is second with 12,658 for the same number of hands, with other four entries following in order named. City Ticket Office, 12328; Accounting Department, 11092; Western Division, 7,906; and Local Freight, 7,244.

Two more rounds of elimination will be played, after which the high couple of each departmental team will enter the tournament finals. The finals will be played at the Club on April 23 and 30, commencing at 7:30 p.m. The total score on these two nights will be counted and the two teams having the highest scores will be played 24 hands on May 7 for the Club championship.

The original players of all 12 teams will meet on May 14 and play progressive bridge for the individual championship.

TO STUDY GRADE CROSSING

The grade crossing toll, mounting higher every year, is to be taken up at the national safety conference through a sub-committee appointed by the United States Chamber of Commerce, which has given the problem much serious thought.

The chamber's bulletin discusses the problem as follows:

"The gravity of the problem is indicated by the committee's survey. It found that 58 per cent of the automobile accidents recorded in traffic statistics occur at grade crossings and highway intersections.

"Railway grade crossings for three years have averaged 5,700 accidents a year. Another great point of danger, however, is the highway with highway intersections, where more than half of the traffic deaths of the country are taking place.

"The number of railway and highway crossings protected only by stationary signs is approximately 211,000, while 29,215 others are protected by gates, watchmen, lights or bells. In the three-year period considered by the committee, 5,853 new grade crossings were opened, compared with 3,749 crossings that were separated or closed, a net increase of 2,004.

"The committee found a surprising situation is the number of accidents and deaths caused by vehicles running into the side of trains passing over intersections. This class of accidents has increased by about 15 per cent in three years, and causing in the last year approximately 300 deaths.

Prologues Presented

Augmenting the regular motion picture shows, on two occasions last month the Dramatic Art Class, under the direction of Miss Helen L. Ogg, presented short stage production preceding the regular show.

A Cloudy Day, a short one-act play, was presented on the evenings of March 14 and 15. The cast was composed of Mrs. H. C. Kuck and Mr. D. Snell, both of whom splendidly portrayed their parts.

One week later, on the evenings of March 21 and 22, a short two-act play entitled, A Night in the Garden, was pleasingly presented by the Junior Dramatic Class. The young thespians composing the cast were Lloyd Dunham, Anna Springer, Geraldine Fuller, Alice Slifer, Oda B. Slifer, Mavis Slifer, Edna Gryder and Laura Fuller.

New Class In Ballroom Dancing

A class in ballroom dancing has just been added to the long list of subjects being conducted by the Club Educational Department. This class is to be held for one hour preceding each of the Club's regular semi-monthly dances, the same being on the second and fourth Thursdays of the month. The first class will be held on Thursday, April 10, in the Club Ballroom, commencing at 7:00 p.m.

All Club members and their dependents are invited to enroll and attend the classes regularly.



SOUTHERN DIVISION

William Kaplan

Conductor L. J. Lockwood, of Watts, according to reports, has as his favorite dish the famous graveyard stew. This fearful concoction consists of milk, toast, and garlic.

The Pacific Electric Trainmen's baseball team is hanging up an enviable record of victories this season. If they can avoid collisions in center field, and keep A. R. Nack away from the peanuts during the games, all will continue well.

It is being rumored that W. K. Bull is a strictly dry-weather conductor. W. K. claims that this is propaganda and he refuses to be made the goat.

The Sheiks Club gave an afternoon luncheon in the P. E. Club cafeteria, last week. The purpose was to celebrate the fact that President E. Willett had used out, entirely his first pad of C.F.R.'s.

Al "Red" Rudnick, J. K. Walton, O. K. Gunells, and Bat Nelson were all admitted unanimously to the Sheik's Club. H. "Holligan" Henderson was admitted to the club over the lone black-ball of Myron Turner. "There is room for only one Sheik on the 5:16 p.m. "Newport", Turner is alleged to have exclaimed.

The Southern Division bowling team wound up the season with a top-notch performance. The team consisting of M. R. Yaeger, C. F. Gates, J. D. Henry, Mr. Oliver, and C. R. Henry won first place in the first half of the split season, and ended up in the second place for the entire season.

J. H. Henry has been elected Vice-President of the P. E. Bowling League for the next year.

Collector J. D. Stillman of Watts claims to be the tallest trainman on the system.

Clifford "Snake" Ferguson, famous cashier, has started to raise a mustache according to Conductor "Missout" Dossey, who has unusually sharp eyes.

It has been reported that W. J. Lewis and E. T. Barret are seriously considering a suit against a certain city.



OCEAN PARK CARHOUSE

E. M. Daniels

The much needed score board at our baseball diamond has been obtained through the efforts of our Boss. The Thorlow Insurance Company of Venice erected the board. It is a great improvement.

The bowling team has been beaten during the last month and is now tied for first place with the Ocean Park team. Manager Whesner and his team will appreciate a large attendance and we know the team will get back at the top place if some enthusiasm is shown by the Trainmen. Plan every Friday night for the bowling contest.

T. J. Caldwell and W. A. Warsham of the Sawtelle Line received tokens of appreciation recently from a woman who was thankful for their courtesy in holding the train on a rainy day until she reached it.

Motorman Butterbaugh started a string of bumping when he okeyed for duty, starting with Sam Cloud and ending with Al Rocco, who decided to work the board for a change.

R. V. Smith and H. Heriman are enjoying their annual vacation.

Mr. Day, our Boss, is having another touch of sickness, being off a few days with a swollen throat.



ACCOUNTING DEPT.

George Perry

The Conductors Accts. Bureau who so thoughtfully sent the beautiful bouquet of flowers to brighten and cheer the days at the hospital for Mrs. Painter, will be pleased to learn that they brought her much pleasure and happiness. Although she cannot thank each one individually, she wishes to express her thanks to all through this medium.

Back to the campus for Gertrude Raftery of the Stenographic Bureau who is returning to college at San Jose to complete her schooling. Mid the farewells and best wishes she was presented a beautiful box of handkerchiefs as a little remembrance from her friends in the Company.

All clerks who are interested in forming an indoor baseball team will please see Head Coach Noble Cates, who is one of the best little indoor team organizers to be had.

Can nothing be done about the odor of roasted peanuts which prevades the atmosphere about Bill Reed's desk? It makes us hungry every time we pass.

It is a pleasure to report that A. J. (Dixie) Brand, Freight Accts. Bureau, who has been ill at the Lutheran Hospital, is feeling better. During his absence George Winslow is taking care of the work.

Sunset Beach was the scene of a delightful swimming party one evening recently for a group of dainty bathers from our Conductors Accts. Bureau who had loads of fun and everything. The thrill of the evening came when one of the automobile drivers became separated from the others and lost her way, which resulted in arrival at home in the wee small hours of morning. Among those to attend were Martha Adams, Mildred Corbette, Gayle Baldwin, Ethyl Merwin, Dorothy Rufeiner and Dorothy Gilliam.

Some old meanie took Eddie Eucker's glasses when he wasn't looking so he bought a brand new pair which give him "that distinguished appearance"—perhaps you've noticed.

It's open season on tonsils in the Accounting Dept. T. E. Dickey had his snatched and hardly knew it, but "Andy" Nielsen certainly "knew it" when they got hers. Even after a few days at home they still bother. Our sympathies, "Andy."

Lovely spring lured the following from our ranks for a vacation during March:

Vera List—motored to San Francisco.
Martha Thompson and Marie Remund both remained at home for a rest.
Charles Schmidt attended Adler's Institute in Salt Lake and had an especially good time.

HILL ST. STATION

W. H. Jenkinson



Conductor E. W. Pont of Echo Park Line, announces the arrival of a 7³/₄-pound baby boy. We understand he's a miniature of daddy.

Speaking of babies, Conductor Rowe of Hollywood Line reports that his youngster had two teeth at 6 months and 5 teeth at 7 months.

P. D. Stowbridge, Motorman on extra list, has just returned from vacation and reports that he spent a few days at Tia Juana.

Night Terminal Foreman Hanselman, is among many others who are anticipating a fishing trip to the P. E. Camp with the opening of trout season on May 1st.

Word has been received that bus driver C. E. White of Glendale is the proud father of a fine baby boy.

We are pleased to announce to all music lovers that Miss Meeks, daughter of George Meeks, Motorman on Redondo Line, is quite an artist on the piano-accordion, and may be heard over KFI every Wednesday between 4.30 and 5:00 P.M.

We wish to extend our sympathy to Conductor W. H. Smith of Glendale Line, whose father passed away recently.

Boys, let's be more careful about the property of our baseball boosters. It was noticed at the West Hollywood game that two baseballs found their way to the top of C. T. Thomas' car.

The Cashier's office has been moved upstairs. This should be welcome news to Trainmen pulling in on Hill Street.

The following have returned to work from vacations: Conductors E. T. Peterson, Glendale Line; R. H. Osborn, Glendale Line; R. B. McGinty, Glendale Line; G. C. Johnson of Santa Monica Boulevard Line; E. H. Ray, Van Nuys Line.

Manager Hanselman reports that the baseball team has won the last three games and are getting in pretty good shape now. The first game our club defeated was Ocean Park, who had previously beaten Hill Street. The old saying, "He who laughs last, laughs best" applies.

The next game was with West Hollywood, and the last one with Inglewood, whom we defeated by a score of 11 to 7. Keep up the good work, boys!



FREIGHT DEPARTMENT SOUTHERN DIVISION

Thos. A. Lyons

Off for the last six weeks, after being knocked down and run over, Charlie Munroe is rapidly getting back into shape and expects to return to work in a few weeks.

Joe Logan is back on the ground again; the knots in the trolley rope hurt Joe's hands.

George Paul Terry is all set for his trip to Europe. He may kiss the blarney stone in Ireland. As a friend, we would advise

George to stay away from Russia. They take funny notions in that country.

We saw 20 men buying perfume from a vender outside the yard office. What they were going to do with the perfume we leave to your imagination.

Business is picking up a little. When we get over this slump we will have lots to be thankful for.

Lindsey Britt reports a very bad cold, but a nice time on his trip East.

Motorman McCreary, Paul Butterbaugh and George Finney are going on a fishing trip up north about May 1.

If that man J. B. Reid should ever talk about anything but chickens, how thankful we would be.

We were all glad to see Joe Hardiman come back into train service; after all, the old-timers deserve those breaks.

"Skippy" Freeman doesn't like the idea of moving fast in an auto. Ask Harvey Land for details.



MACY ST. TERMINAL

D. B. Van Fleet

The sincerest sympathy of the Macy Street Trainmen goes out to former Macy Motorman W. E. Smith, now of the Pomona Terminal, whose mother passed away on March 12, last.

True sorrow indeed was felt by the Macy Trainmen for Conductor A. A. Reed, Glendora Line, whose daughter was called by death last month.

The dark cloud of sadness seemed to cast its shadow a little more directly toward the Terminal the past month, for on March 25, Motorman L. C. Paulson was taken from our midst. Heartfelt condolence is extended by the Macy Trainmen to the bereaved family.

Returns of recent bids revealed that former Macy Street Motorman John Nemanick had won Run 36, Mt. Lowe Line, which works out of the Pasadena Terminal. Good luck, "John". Returning to Macy Street from the Pasadena Terminal were former Macy Street Conductors J. E. Lowry, who bid in Run 106, Sierra Vista Line, and J. K. Kennedy, who chose Run 139, South Pasadena Line. Welcome back to Macy, boys!

Conductor A. M. Fisher of Run 502, San Bernardino Line, followed his run when its terminal was changed from Covina to Pomona. We are sorry to lose him from the Macy board, but wish him well on his new run.

The Macy Street Trainmen extend hearty congratulations to brakeman J. R. Houseman, State Street, and Mrs. Houseman, not only in honor of the 7½ pound baby girl that arrived on St. Patrick's Day, but also for the parents' good judgment in selecting the truly appropriate name of "Patricia" Ruth, which was given to the new arrival.

With the resignation of Motorman E. E. Henry, San Gabriel Line, Macy Street Trainmen have experienced a distinct loss indeed, especially is it true of our pinochle artists, for if Mr. Henry had a hobby, it was the playing of pinochle in the Macy Street Club Rooms. Mr. Henry has left us to return to his old position of Locomotive Engineer on the Frisco Lines, from which he came west primarily to recuperate from the effects of a serious injury he received while in railway service on that road. Mr. Henry's Macy friends wish him well in the resumption of his former duties.

Early one morning before daylight, recently, a man who had evidently imbibed too much of John Barleycorn, attempted to drive his automobile over the Southern Pacific Viaduct at Alhambra Avenue, on the South Pasadena Line, ignoring an overhead electric warning sign and a reflector "bull's-eye" placed directly at the base of the bridge so it will reflect headlights that approach it. However, the driver succeeded in getting only a few feet

upon the structure when his car slipped sideways and blocked both tracks.

Motorman E. H. Trieschman, Macy Street, asked the very unsteady motorist: "Didn't you see that warning bull's-eye?"

Drunken Motorist: "No, sir, they didn't turn the thing on until after I passed it."

I had only been home a few minutes after finishing my night's work and was standing in the kitchen reading a newspaper, when suddenly I heard a piano begin playing softly. I at first thought some of the neighbors were playing the instrument, but after glancing at my watch and noting that it was 4:30 o'clock, I realized that it was doubtful. I stepped to the door of my parlor and halfway expected to hear the music much plainer through an open window, but imagine my surprise when the sound issued from our own piano. I called my wife and together we listened to the strange notes, which were mostly monotone and in the lower keys.

We quietly approached the piano but as we got close to it the notes ceased. We jarred the instrument—with no result. We then looked inside but could see nothing wrong. For several nights nothing more was heard. Then one morning about three o'clock my wife awakened suddenly and was startled to hear the strange notes again. For several minutes she listened to the weird musical notes.

After I came home we again examined the piano but could discover nothing. Then the thought struck me that possibly a mouse was the guilty party. However, I had my misgivings as there was no apparent opening big enough that would permit entrance of even such a small rodent. However, I set a trap. The next day a mouse was securely caught in it. We set it again for several days but without luck.

We had a piano repairman examine the piano for us. After taking the instrument apart he found a mouse's nest in one corner, the nest being composed of the felt from the levers that tap the strings. He found also where the mouse had entered through a very small opening. The damage wrought by the little rodent amounted to approximately fifty dollars.—(Recent actual experience of Motorman W. H. Potter, Sierra Vista Line.)



MECHANICAL DEPT.

Carleton B. Bell

Dale Merritt is an unexpected one on our sick list, having gone home sick March 21st. Dale is not a willing patient as it keeps him from bowling and ball games. He will be bowling again soon, don't worry, but in the meantime the Doctor says he must be quiet.

Howard Clark put it off just as long as he could, but at last he had to give in and buy himself a class Chrysler coupe.

Otto Martin braved the snow and mud and drove the Model A to Big Bar Sunday, the 23rd. He reports the road up City Creek Canyon very bad and returned by way of the desert and Victorville. He reports heavy casualties of gas and oil and one burned out clutch.

Sure signs of Spring—Jes Danyeur, A. H. Webb, and Chris Hickman have dispensed with their overcoats.

Several of the Blacksmith employees, friends of Grover L. Sommers, visited Grover at the Government Hospital in Sawtelle last Sunday. They found Grover a very sick man and feeling much discouraged. Pay him a visit if you possibly can; it will help both of you.

Several of the P. E. family are interested in the Better Yards and Gardens contest being conducted by the Torrance Garden Club. Frank Svenson and S. A. Whiting have both entered their yards and they will stand watching. Here's hoping that they both get a slice of the bacon.

Jack Watson has been off for the past month on account of a double abscess back of the left ear. An operation was necessary to relieve the pressure. He is going to Dr. Weber's office daily to have the wound dressed.

"Louie" Hankins has been off sick for some time and, as the doctors have failed to find out just what is the matter with him or to help him much, "Louie's" friends in the shops have taken to prescribing for him. The prize so far goes to Versal Bates, who declares all "Louie" needs is more beans, baked or boiled.

Take a look at Joe Brown and Fred Murray after you read this paragraph. They ride home with some of the other men in an auto and both get out at the same corner. One night last month as usual they drove up to their corner and alighted. There were two vacuum cleaner salesmen standing on the same corner and when these two men got out the salesmen took one look and grabbed their demonstrator machines and ran. Evidently they looked like holdup men.

Ralph Howe and family are on a trip to the East. Ralph says he will stay away from bathing beauty parades. Last year while on a similar trip he visited St. Louis and viewed a wonderful parade of bathing beauties. He had to have his eyes treated by a specialist for several weeks after reaching home.

John Nolan believes firmly in the old saying about it being an ill wind that blows no one good. After the little tornado in Hawthorne and vicinity recently, John found a new pair of overalls, just his size, in his yard.

It is had enough to have to work nights, but to miss your car which runs especially to take you home is just ten times worse. The other morning it rained hard just at the time the night watchmen, Frank Demery, A. L. Pennington, Jonas Turner, Frank Northcutt, usually get the jigger to take them over to the station. They got into another car standing on the siding and got so interested in their conversation that they let the jigger start back without them, and they had to walk all the way in the rain.

John Barr was retired with a pension March 1st after more than 25 years of service. The boys held quite a farewell reception for Johnnie and presented him with a beautiful framed motto and a fine Bible. Everyone that knows Johnnie knows that no other present could have pleased him better. Johnnie left feeling very happy and with the promise that he would return to visit us often.

Dale Merritt now has a gold metal showing that he is a real bowler. The medal was presented to him by the California Bowling Assn., for making a score of 266 while bowling for the Two Macks Electric Co. of Torrance in a match game in Fullerton.



NORTHERN DIVISION PASADENA

Edmond C. Fox

On March 11 C. A. Shook, Train Service Instructor, held an instruction class in the Pasadena Club rooms for the sole purpose of instructing Trainmen on single track operation. Mr. Shook was deeply impressed by the fact that twenty-eight Trainmen of this terminal responded. Attendance such as this always holds an appeal and we have been assured of more frequent classes in the future. Announcement will be posted in the notice book. Thank you.

Twenty-nine years of faithful and meritorious service is the record laid down by Mr. George B. Keckstein. Entering the service as a Motorman on the twenty-fourth day of March, 1901. Mr. Keckstein is now retired from active service and his name appears on the honored pension roll. Best wishes for continued health and happiness are extended from all.

H. Ralph Goller, motor coach operator and writer, is away on leave of absence. He will visit his parents in the State of Kansas, and while there will endeavor to hold the attention of his many admirers with fiction as you like it. He has a feature story appearing in the May number of the Sky Riders magazine. This number will be on all news stands April the sixteenth.

Motorman J. Nemanick, now holding the Mt.

Low run No. 38, comes to us from Macy terminal. Mr. Nemanick's first connection with our Company was in Pasadena, that being in August, 1917. He is glad to be back and we return the compliment.

R. C. Wells has answered the call of the great outdoors and is back on the road, holding a motor coach run on Marengo Avenue.

It needs no long consideration to show that Conductor F. Bishop and Motorman C. B. Lewis were alive to ideas. The South Pasadena train which they were operating was approaching Lincoln Park, an automobile occupied by two ladies was held fast in the mud beside the track. With the aid of a rope tied to the rear of the train the machine was pulled from the mire. Letters expressing appreciation in fitting words and containing generous bank notes were received by each.

The Pasadena Order of Sciots chartered a special train March 22 for Long Beach. C. W. Knight and J. E. Newman, members of the Order were chosen as conductors on the train, which made the trip all the more enjoyable.

Conductor M. H. Smith has purchased the restaurant located at 156 North Fair Oaks Ave., and has turned the management over to his father, W. A. Smith, an experienced restaurateur. The location is convenient and you will find the food and service first class. They earnestly solicit your patronage. Give them a trial.

M. L. Anderson celebrated his birthday March 22. A card wishing him many happy returns of the day was mailed him in a most novel fashion. Appearing thereon the autographed names of more than one hundred of his fellow employees.

Here's another merger. Conductor F. Bishop of Pasadena, and Katherine Hembre of Beverly Hills were married March 18th. Congratulations and the very best wishes to the happy couple.

Acknowledgements of grateful indebtedness in the form of cash rewards were received by J. F. Glines, G. F. Tate, L. L. Wescott, C. E. Feller and W. H. Windsor for their attentiveness in recovering lost articles.



**NORTHERN DIVISION
POMONA**

Walter R. Bloom

W. B. Foote, Terminal Foreman, is contemplating a trip through the south on his vacation. He expects to be gone about two weeks and his itinerary includes Louisiana and Memphis, Tennessee.

Mr. Keller, the Motor Transport Agent at Pomona, is in the Luthern Hospital in Los Angeles. Mr. Herb Hall is looking after the business during Mr. Keller's absence.

Motorman E. H. Clark of the Claremont Line, is taking his vacation.

Conductor C. E. Bennett is the owner of a new Hudson Coach. Cliff says his only objection is that it will only do 92 miles per.

Conductor C. M. Hall is on the Bus at Ontario at present.

Conductor Fisher of Covina is moving his family to Pomona, as his run now works out of here. We welcome them to our fair city.

Motorman W. R. Bloom and wife spent several days at Catalina Island.

Mrs. Smith, mother of Motorman W. E. Smith, passed away in Los Angeles on March 14. Mr. and Mrs. H. E. Patterson, parents of Motorman H. G. York's wife, also passed away in Pomona within a few days of each other. We extend our sympathy to the bereaved families.

Several of the Motormen here have changed runs. H. G. York on La Verne cut off, J. W. MacMillan on Line Car, and E. H. Clark on day, Claremont.



ENGINEERING DEPT.

Margaret Maitland

Champion Haskell's Roadway Equipment Dept. Bowling Team as predicted, walked away with first honors in the Bowling Tournament. Congratulations.

Speaking of "bringing home the bacon", Dave Foyle got lucky and won a side of bacon at the Watts Theater last Saturday night. Some optimist suggested that he try to sell it to Max White on time payments.

Paul Turri is on a thirty-day leave-of-absence and Baker is the man behind the goggles now.

A colony of flying ants threw a scare into the heart of Frank Patterson and caused George Curtis to rip a building to pieces to make sure they weren't termites.

Ex-Snoopervisor Ben Attrill has taken up his new duties in the Speedshop where he is doing the grunting for Jerry Rons.

We wish to congratulate Russell Schaeffe on his promotion though we sure hated to lose him. His place has been taken by Jack Foster, who seems to fit in real well and is doing fine. (If I ever am "short" Jack, this bunk don't go).

Geo. Latham of the Signal Dept. is the proud father of a baby boy. Get in line for the Engineering Dept. Buggy, George.

Barney Edmunds will know better in the future than to tell around the Signal Shop about his birthdays. Up to the present time sitting down is agony for him.

Some wonderful friendships of ancient and modern times:

Damon	and	Pythias
Jonathan	"	David
Castor	"	Pollux
Poschman	"	Heinie
Abe	"	Ben
Daddie	"	Shorty
Bob	"	Aimee
Haig	"	Haig
Juli	"	Pete
Nip	"	Tuck
	etc.	

Max Schuring has gone to Elsinore on a vacation trip to take mud baths to keep "that school-girl complexion."

Have you noticed an improvement in the P. E. Club Orchestra? Well, it may not be, but we think it is due to the fact that Jimmie McCulloch is now one of them.

New Ford owners in the Engineering Dept. are Helen Rapp, Pat McCabe and Victor Labbe.

Howard Christenson passed the cigars and candy last month and "it's a boy."

Harold Smith has been ill for a few days. We hope it is nothing serious.

I. McInnis has left the service of the Company due to ill health, and Mr. J. E. Flathers has been advanced to Supervisor, City District.

We are glad to know that Wm. Simkins, Jr., is up and around again after an operation on his knee.

C. L. Bordner has left the service of the Pacific Electric and is now working in the Valuation Dept. of the Union Pacific.

S. R. McNeill has a new Essex, his former automobile having been wrecked in an accident at Christmas time. He bought another, in very poor condition, and between the two has a new car.

A. O. Smith took a couple of days off and visited Mexico, returning poorer and wiser.

Mrs. Homer King and daughter have deferred their trip, account of the cold weather now prevailing in the East.

Mrs. J. Inker has resigned her position as Camp Nurse, and Emma L. Hoch is now in charge.



7th ST. WAREHOUSE

Daniel Sanchez

We have something new to announce. That is—a progressive pinochle tournament which is held at the Club once a month. If any of our friends like to see a good game just take a look at this bunch of boys who are having a great time while the game is going on.

The regulars are O. C. Black, Wm. Millard, O. T. Flood, Jack Grinnard, Harry Dennison, Matt Finney, Greg Elias, Paul Umberger, Herman Hauss, Dan Page, R. L. Lindsley, A. G. Horsepool, Ray Anderson, Albert Weilmuenster, Abe Verham, and John Young. While the substitutes are John Zimmer and G. Horcasitas.

The champion players seem to be Wm. Miyard, a real Texas cowboy with a five gallon hat; J. Zimmer, the man back of the mus-tache, and John Young—a little fellow, but what a player!

Three prizes are to be given to the players—first prize to the man who makes the most points; the second to the second highest in points, and the third—a booby prize to the man with the lowest score.

We are glad to have with us again Pat Keys, Trucker, who was on the sick list for the past month.

We are hopeful that John Stanton and Harry Gordon, Truckers, will soon be able to be on the job again. They are at present on the sick list.

The writer of this column would like to get in touch with any one in the Company who is interested in playing checkers. Some of the boys of the warehouse would like to meet employees from other departments in a checker tournament.

Albert Weilmuenster, Checker, has just had an operation on his nose.



**NORTHERN DIVISION
Eastern Lines**

Ruth Thompson

The Agents' Banquet, held in the City Club, Los Angeles, on March 8, was attended by the following from the Eastern Lines: F. E. Peachey, C. H. Jones, L. M. Sinotte, A. R. Wilson, C. A. Stephens, L. L. Brock, W. H. Knight, G. A. Gould, R. R. Richardson, O. J. Hamble, A. E. Stempel, B. Birch, H. M. Wright, C. A. Whiteley, J. W. Tate, C. A. Bruce and M. Armstrong.

Motorman J. A. Severance, one of our most popular Motormen at this terminal, was married on March 11 at that romantic spot, Santa Ana.

The Pacific Electric Club dance for the employees on this division was held at the Urbita Springs ballroom on March 20. The P. E. Orchestra furnished the music, which was greatly enjoyed by all. Some 500 attended and unanimously pronounced the dance one of the finest.

A Sciot Special train went from this city to Long Beach on the evening of the 22nd. About 100 made the trip and were well pleased with the service rendered.

Brakeman J. J. Baker leaves for his mining claim in Nevada on April 2. He plans on spending some time there getting the mine in shape for the spring and summer working.

Motorman R. S. Evans and wife are the proud parents of a fine boy, born March 22. Congratulations!

P. E. MASONIC CLUB NOTES

The Pacific Electric Masonic Club will hold their Second Annual Dinner-Dance at Mt. Lowe Tavern, Friday evening, April 25. The visit to Mt. Lowe has been made an annual event and is looked forward to with pleasure by many of the Club's members and their families.

Owing to the fact that facilities are necessarily limited to 200 persons it is urged that all who intend going send in their reservations as early as possible. See special notice.

This event at Mt. Lowe will take the place of the regular April meeting.

RAILWAYS' CAPITALIZATION

According to the American Electric Railway Association, the estimated capitalization of the electric street railway industry in the United States on December 31, 1929 was \$5,352,974,617. This compares with a total of \$5,419,263,971 for the previous year.

New securities issued during the year amounted to slightly more than \$131,000,000, a decrease of \$100,000,000 from the previous year. Securities called, however, were slightly less than \$40,000,000, as compared with more than \$143,000,000 for the year before. Bonds maturing during the year amounted to more than \$42,000,000, as compared with nearly \$56,000,000 in 1928.

HE GUESSED WRONG TWICE

If you snubbed a man and he later became President of the United States, you would probably be somewhat embarrassed. If you snubbed a second man, and he, too, received the highest honor in the land, you would begin to have doubts as to your judgment.

Probably very few people have had this doubtful distinction. It happened to Mr. George Harding, a patent attorney. In the first instance, the snubbee was an obscure lawyer named Abraham Lincoln. The second victim was Grover Cleveland.

The man who had the genius for snubbing the wrong people learned his lesson. "After that, I decided that I couldn't judge people by appearances." The North Philadelphian.

COMING MOVIE ATTRACTIONS

April 11-12: Romance of the Underworld, with Mary Astor and Ben Bard.

April 18-19: The Air Circus, with David Rollins and Sue Carroll.

April 25-26: Tropic Madness, with Leatrice Joy.

May 2-3: Dog Law, with Ranger.

May 9-10: Sonny Boy, with Davey Lee, Edward Everett Horton and Betty Bronson.

May 16-17: The Yellow-Back, with Tom Moore and Irma Harrison.

May 23-24: Stairs of Sand, with Wallace Beery, Jean Arthur and Chester Conklin.

May 30-31: Terror Mountain, with Tom Tyler and Frankie Darro.



The Trouble

Wallace: "Why don't you marry Gladys? Afraid to pop the question?"
Horace: "No, afraid to question the pop."

Tourist (after taking deep breath on car platform): "Isn't this air exhilarating?"
Porter: "No, sah. This air Jacksonville."

Maid: "While you were gone, ma'am, your little Willie swallowed a bug, but don't worry, I had him take some insect powder."

He: "I loved you as no one ever loved you before."
She: "I can't see much difference."

Frank: I always say what I think.
Ethel: I wondered why you were always quiet.

Fifty-Fifty

Hubby: "Your bread is all right, but it's not as light as Mother's."
Wife: "Well, I might add that your roll is lighter than Dad's."

Allurement

Dentist (just off for a round of golf, to assistant): "If anyone should inquire, Miss Brown, I'm away on business. I have eighteen cavities to fill this afternoon!"

Officer: What do you mean by driving on the left side of the street?
Lady Motorist: "Why, Officer! I couldn't have seen that price tag in the window if I'd driven on the right side!"

Rolling-pin Inadequate

"You hit your husband with a chair? Pray tell me, why did you do it?"
"I did it," sighed the lady, "because I could not lift the table."

Wife Banks

"Mr. Banker, I would like to open an account here."
"Yes, madam, and how much do you wish to deposit?"
"Oh, I mean a charge account, as I have in the stores."

Retired

A new clerk dictating a few days ago, was in doubt as to the use of a certain phrase, so he said to the stenographer: "Do you retire a loan?"
The wistful-eyed one interrupted rather sleepily: "No, I sleep with mama."

"You are run down," said the doctor. "You need an ocean voyage. Will your business permit it?"
"Oh yes," replied the patient. "I'm second mate of the Anna Maria, just in from Hong Kong."

Two gentlemen riding on a train were both very much intoxicated.

First Gent: "What time is it?"
Second Gent (after extracting a match box from his pocket with much exertion and gazing at it intently): "Thursday."
First Gent: "My heavens, I've got to get off here."

His Text

The minister was putting on a new collar, and was having the usual trouble with it. "Bless the collar!" he said impatiently, as he tugged and tugged. "Bless the blessed collar!"

"My dear, said his wife, "what is your text for this morning's sermon?"
"F-f-fourteenth verse of f-f-fifth Psalm," he replied in short gasps. "'The words of his mouth were s-smoother (tug) than butter, but there was (tug) w-war in his heart.'"

Mr. A. B. Jones is sick in bed this week with a bad colt which has been annoying him for some time.—Iowa Paper.

The hand that rocks the cradle confuses the world when it sticks out from the driver's seat.

Teacher in Sunday School: "Quote a Scripture verse."
Hylbert McClung: "Judas went out into the garden and hanged himself."
Teacher: "Fine. Quote another."
Hylbert: "Go ye and do likewise."

Let's Go!

"Goin' to the fair?"
"What fair?"
"Paper says, 'Fair here today and tomorrow.'"

"Young lady, were you, or were you not injured upon the premises?"
She blushingly replied:
"Your honor, I'm not very well versed in anatomy, but I was unable to sit down for a week."

The young driller had just passed down the street in his new car.
First Girl—"I think his new car is awfully cute."
Second Girl—"So do I. And you should see it play dead on a lonely road."

Horses!

"What yo' got in that little black bag?"
"Them's my instruments. I'm a veterinarian."
"Quit yo' kiddin', man! Yo' ain't never been in no wah!"

Nothing Else to Do

"Rastus, I'm sure sorry to hear you buried your wife."
"Boss, ah jes' hat to. She died."

No matter how "catty" a woman may be, she is still afraid of a mouse.

And Still They Come

We now have the Scotchman who wrote to the magazine: "If you don't stop publishing jokes about Scotchmen, I'll read another magazine when I go to the library."

The absent-minded professor was making a call on his family doctor. After they had chatted for a couple of hours the professor got up to leave.

"I hope everyone's well at your place," said the doctor.
"Now I know why I called, doctor," said the professor. "I've had a terrible headache for two days."

A railroad man was ready to make his usual run. His wife instructed him to get her some turkey eggs to set. In passing through a small town a dirty country lad approached the engineer and asked him "Don't you want to buy some buzzard eggs?"

Seeing an opportunity to play a joke upon his wife, he gave the lad a nickel for them. About a month later he asked his wife:

"How are your turkeys getting along?"
"Oh, I decided it was getting to late for turkeys, so I put them in your lunch."

On Their Mettle

The master, to impress on his pupils the need of thinking before speaking, told them to count fifty before saying anything important, and one hundred if it was very very important.

Next day he was speaking, standing with his back to the fire, when he noticed several lips moving rapidly.

Suddenly the whole class shouted: "Ninety-eight, ninety-nine, a hundred. Your coat's on fire, sir!"

He: "My doctor tells me I can't play golf."
 She: "So he's played with you, too?"

Bad Advice

"Dad, gimme a penny."
 "Son, don't you think you're getting too big to be forever begging for pennies?"
 "I expect you're right, dad. Gimme a dollar."

Clouds Ahead

"Why do they always give a shower to a girl who is going to be married?"
 "Merely a quaint old custom to symbolize the beginning of a reign."

The Alteration

"Incidentally, whatever became of that slim little thing you used to run around with?"
 "Oh, she's that fat little thing I'm married to now."

The Judge: "Mrs. Maloney, the evidence shows that you threw a stone at Officer Waddell."

"It shows more than that, yer honor," interrupted Mrs. Maloney. "It shows Oi hit him."

The saddest story of the month was about the absent-minded professor who jumped from an airplane and didn't open the parachute because it wasn't raining.

Streets as We Pass Them

Los Angeles is the Main Spring of Broadway; the Hills and Olives are Grand. We Hope to get Flowers for Figueroa, while we go marching through Georgia.

In Creases

"Which is the more valuable, a five-dollar gold piece or a five-dollar bill?"
 "The five-dollar bill, of course. When you put it in your pocket you double it and when you take it out you find it in creases."

He Who Laughs Last—

Mr. Cook's son came crying to his mother. "Why, dearie," she exclaimed, "what is the matter?"

"Dad was lifting a big box and it fell on his toes," explained the child between sobs.

"But," continued the mother, "that is hardly anything to cry about. You should have laughed at it."

"I did," said the boy.

Ninety-nine per cent of our college students are journalists, that is, they write for money.

And we have just heard an amazing tale of a traitor who was shot at sunrise, but managed to sleep it off before breakfast.

Efficiency expert to office boy: "Boy, place these letters in alphabetical order and then burn them."

The little boy was in church for the first time. When the choir, all in white surplices, entered, he whispered hoarsely, "Oh, see, Daddy. They're all going to get their hair cut!"

A young London girl who was holidaying in the country became rather friendly with a young farmer. One evening as they were strolling in the fields they happened across a cow and a calf rubbing noses in the accepted bovine fashion.

"Ah," said the young farmer, "that sight makes me want to do the same."

"Well, go ahead," said the girl encouragingly, "it's your cow."

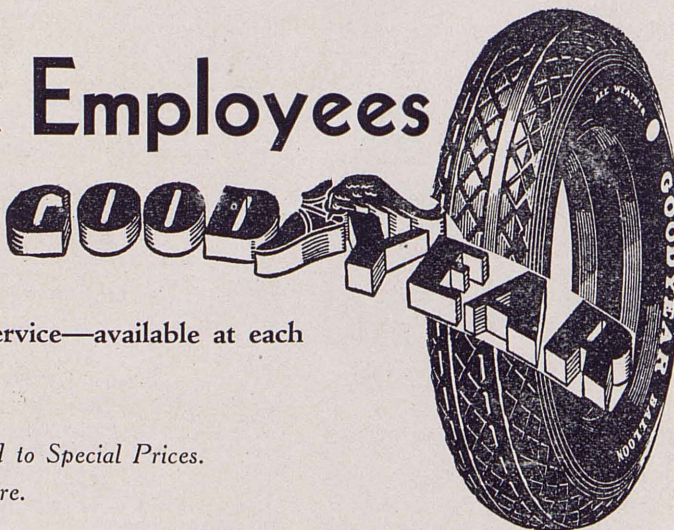
Partial List of Claims Paid to Pacific Electric Ry. Employees During March, 1930, by the Wm. L. Thomas Agency of the Pacific Mutual Life Ins. Co.

Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid	Name	Kind of Disability	Amt. Paid
Bisson, Wm. J.	Cold	\$ 18.66	Gillice, Frances E.	La Grippe	80.00	Larson, Victor	Cold	15.00
Bloom, Walter R.	Broken Arm	60.00	Grenage, Jesse M.	La Grippe	28.00	Markway, Wm. C.	Influenza	34.00
Carhart, Frederick J.	La Grippe	26.00	Hardesty, Ralph B.	Adenitis	16.00	Mitchell, Sherman R.	Influenza	64.00
Cain, Dolph	Bruise	54.00	Hampton, Harry C.	La Grippe	14.00	Nicholls, Robert S.	Influenza	20.00
Conly, James	Kidney Trouble	80.00	Henry, Ellis E.	Cold	13.33	Packer, Edw. F.	F. B. in Eye	13.33
Cooper, Needham P.	Influenza	70.00	Hileman, J. Elliott	La Grippe	84.00	Parks, Frank	Ruptured Appendix	61.33
Collins, Hugh D.	Dizziness	142.00	Hood, Clinton I.	Lumbago	40.00	Peak, Ople T.	Sore Throat	18.00
Deal, Daniel A.	Myocarditis	72.00	Holbrook, Bruce S.	Sore Throat	13.33	Pearson, Lloyd E.	Tonsil Operation	24.00
Drummond, Walter S.	Bruised Ankle	48.00	Holt, Edw. O.	La Grippe	21.33	Randall, Jos.	Influenza	16.00
DuPray, Leland S.	Fracture	120.00	Johnson, Willie O.	Cold	12.00	Reardon, Wm. F.	Appendicitis	66.00
French, Oliver W.	Influenza	60.00	Jones, Raymond W.	La Grippe	10.00	Rhoads, Kressent	Cold	14.00
Garner, Frank	Pneumonia	307.00	Lambert, Jas. E.	Lumbago	26.00	Robinson, Russell L.	La Grippe	18.00

SEE OUR AGENTS ABOUT THIS INSURANCE: J. J. Hull—J. R. Dougher—or—Wm. L. Thomas, Room 219, Associated Realty Bldg. Phone: TR. 3526 or TR. 3527.

Pacific Electric Employees

May we analyze your needs and recommend the most satisfactory type of Goodyear Tires for you? You will also appreciate our courteous, efficient service—available at each of our 9 conveniently located stores.



Pacific Electric Employees are Entitled to Special Prices.

Visit Our Nearest Store.

**GOODYEAR
TIRES**

MoToR TiRES Inc.

**EXIDE
BATTERIES**

1119 SO. HOPE STREET
WEstmore 2233

1244 E. EIGHTH STREET
TRinity 6565

1930 NO. BROADWAY
CApitol 5854

Long Beach
220 East Anaheim St.

Hollywood
6523 Sta. Monica Blvd.

Santa Monica
1529 Wilshire Blvd.

Huntington Park
7140 Pacific Blvd.

Inglewood
664 S. Market St.

Alhambra
3rd and Main Sts.

“You Can Fool Some of the People--,” But Not Twelve Million

Twelve million people in over thirteen thousand Building and Loan Associations in this nation can't be wrong, because they are members or investors of these institutions whose aggregate resources total more than eight billions of dollars.

According to the report of the Building and Loan Commissioner of the State of California, there are 233 associations with resources of five hundred millions of dollars, an increase of approximately one hundred twenty millions of dollars during the year 1929.

This Association paid over \$67,000.00 in dividends or interest, during the past six months to its 5000 members or investors.

Your Association is anxious to serve you and extends an invitation to call in person.

Resources over \$2,175,326.02.

THE RAILWAY MUTUAL BUILDING AND LOAN ASSOCIATION

201-3-5-7 Pacific Electric Building (Sixth and Main Sts.)

LOS ANGELES, CALIFORNIA

UNDER STATE SUPERVISION

Here Comes the Bride!

The June bride, if she has not already received “the ring,” is wondering. Also is she hoping?

Imagine her thrill and pleasure as curious eyes glance at her finger and see the “emblem of constancy” and tribute of affection “he” thoughtfully and lovingly placed there.

We specialize in Blue White Diamonds and guarantee their quality and value. And if you are a P. E. employee, and you wish it, your credit is good.

V. A. Corrigan Company

Official P. E. Watch Inspector for Nine Years

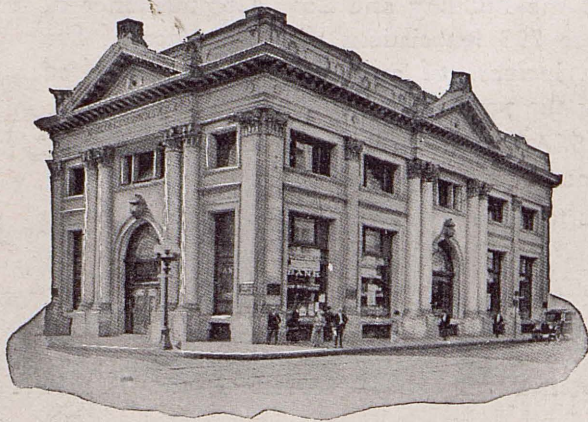
J. E. Adams, President

631 South Main Street

VAndike 9387

THE FARMERS AND MERCHANTS NATIONAL BANK.

OF LOS ANGELES



Your Pay Check is Payable at

THE OLDEST BANK IN SOUTHERN
CALIFORNIA

COMMERCIAL ACCOUNTS

TERM ACCOUNTS

SAFE DEPOSIT

ESCROWS

TRUSTS

This is the oldest Bank in Southern California, and the largest Bank therein whose assets have never been increased by mergers, or consolidations with other Banks.

THE FARMERS AND MERCHANTS NATIONAL BANK
OF LOS ANGELES

P. E. Dental Surgeon

Authorized branch of your
Medical Department

Dr. Samuel Kaufman

826 P. E. Building
Sixth and Main Streets

Newton Moore OFFICIAL WATCH INSPECTOR

FOR

Pacific Electric, Southern
Pacific and Santa Fe
Lines

*Very best service offered in Re-
pairing and Adjusting of Railroad
Watches.*

*Watches sold on terms to new
Employees.*

301-2 O. T. Johnson Bldg.

Cor. 4th and Broadway
Phone METropolitan 3967

"Get Associated with Ethyl"

at all

Red, Green and Cream
Service Stations and
Garages



"Sustained Quality
Products"

When Dealing With Advertisers Please Mention "The Pacific Electric Magazine"